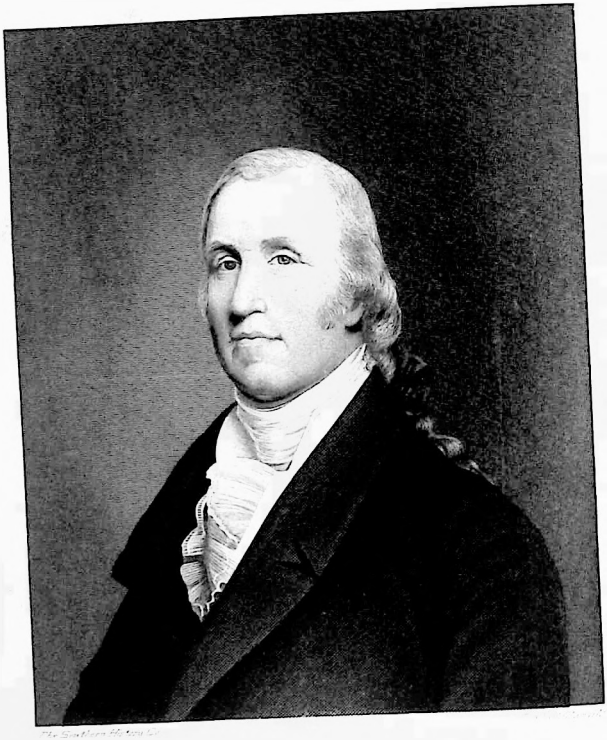

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Encyclopedia of the History of St. Louis.

E

Eads, James Buchanan, one of the most distinguished of American engineers, was born May 23, 1820, at Lawrenceburg, Indiana, and died March 8, 1887, in Nassau, N. P., Bahama Islands. His father was Thomas Eads, who came of a Welsh family, established in this country about the beginning of the Revolutionary War, representatives of which became large land-owners in Virginia and Kentucky. In his youth James B. Eads enjoyed few educational advantages; the entire period of his schooling not extending beyond three years, and ending before he was fourteen years of age. He was, however, all his life a student and in later years was an illustrious type of the self-educated man. Some of the older citizens of St. Louis still remember him as he appeared soon after coming to this city in 1833, a manly, self-reliant youth, taking care of himself in the main by doing odd jobs of various kinds and selling newspapers on the streets. A genius for engineering, however, was one of his natural endowments, and he began the study of this science very early in life, devouring with avidity all the information on the subject which he could glean from books and other available sources. He was inventive, also, as a boy, and had constructed models of saw-mills, fire engines, steamboats and other machines when he was less than a dozen years old. While employed as clerk in a St. Louis dry goods store he devoted all his spare time to the study of mathematics, engineering and cognate sciences, continuing his researches and experiments with constantly increasing enthusiasm, after he became clerk on a Mississippi River steamer. He turned his inventive genius to practical account in 1842, when he constructed a diving-bell boat to recover the cargoes of sunken steamers on the river. Soon afterward he designed larger boats, with novel and powerful machinery for pumping the sand and water out of such boats and lifting up the entire hulls and cargoes. In 1856 he had gained such prominence and prestige as an engineer that when he proposed to the government to enter into a contract to remove the snags and wrecks obstructing the channels of the Mississippi, Missouri, Ohio and Arkansas Rivers, a bill providing for the consummation of such an arrangement was passed by the lower House of Congress, but failed in the Senate for want of time. Early in 1861 he was summoned to Washington by President Lincoln, who consulted with him in regard to the practicability of using light-draft iron-clad vessels on the Mississippi and its tributaries. As a result of this conference, and acting under governmental authority, he soon afterward constructed a powerful squadron of eight iron-clad steamers, having a speed of nine knots an hour, which were completed and fully equipped within a period of one hundred days. These iron-clad vessels were employed in the capture of Fort Henry in February of 1862, a month before Ericsson's "Monitor" encountered the "Merrimac" in Hampton Roads. During the years 1862-3 he constructed numerous other iron-clads and mortar-boats, which proved of great service in Grant's campaign and in the capture of Mobile by Farragut. In 1867 he began the construction of the great steel arch bridge across the Mississippi, at St. Louis, which he had designed, and in this work he was engaged until its completion in 1874. His next great undertaking was the deepening of the mouth of the Mississippi River. After overcoming many obstacles he finally induced Congress to pass a bill granting him permission to attempt the improvement of the South Pass, the smallest of the three passes and the most difficult to improve. His efforts had been directed toward the obtainment of authority to improve the Southwest Pass, where a single bar, with fourteen feet of water on it, obstructed entrance to the river. Instead of this he was compelled to undertake the improvement of a pass in which there were two bars,

one in the sea with but eight feet of water on it, and one in the river with fourteen feet of water on it, and, in addition to having to contend with these added difficulties, the opposition to his plan of improvement and the numerous predictions of its failure induced Congress to insert in the act the most stringent conditions. Notwithstanding these embarrassments, he was compelled, either to undertake the work himself, or see the plan which he had urged so pertinaciously executed by the corps of engineers who had so strenuously opposed him. The sum which was to be paid for the work, in accordance with the provisions of the act of Congress authorizing the construction of the jetties, was $5,250,000. Of this amount a half million was to be paid to Mr. Eads and his associates after the jetties and auxiliary works should have secured a channel two hundred feet wide and not less than twenty feet deep. When a channel twenty-two feet deep was secured another half million dollars was payable, and similar payments were to be made on attaining twenty-six and twenty-eight feet, respectively. To secure the first payment, at least one-half of the whole work had to be executed, and 80 per cent of it would have been completed when twenty-two feet was reached. As it had been predicted that the bar would reform in front of the jetties and that, in consequence of this, the expense of extending and maintaining them would be, according to the estimate of the commission, $130,000 a year, Mr. Eads found it necessary also to enter into an arrangement to undertake the extension and maintenance of the jetties at an expense to the government of not to exceed $100,000 a year. As a guarantee that the annual cost of maintenance should not exceed this amount for twenty years, he consented to allow the government to retain one million dollars of the price to be paid for the improvement after it should be earned to insure the maintenance of the channel and protect the government against any expenditure in excess of its contract obligations. When all preliminary arrangements had been completed, he entered upon this great work with his accustomed vigor and determination, but after a time found the conditions of the act of Congress so oppressive that he was compelled to ask for their modification. His good faith, skill and energy had, however, been evidenced to such an extent that a million dollars was promptly voted to enable him to prosecute the work, only two votes being cast in opposition to the measure in the Senate and only fifteen in the House of Representatives. The same act of Congress provided, as a precautionary measure, that five army engineers should inspect the works and report in full regarding them and their effects. When this report was presented to Congress, it satisfied that body that seventy-five per cent or more of the work had been executed, and that it was destined to be entirely successful, and, as a result, a further advance of $750,000 was voted to Mr. Eads. It is said that this is probably the only instance in the history of the government, of money being voted to an individual in advance of the specific terms of an agreement, and the fact that the sum voted to Mr. Eads was one and three-quarters of a million of dollars shows the extent to which he had been able to inspire popular confidence, despite the obstacles which he had had to overcome. On July 8, 1879, the United States inspecting officer at the jetties reported that the maximum depth of thirty feet had been secured through the jetty channel, and that the least width of the twenty-six foot channel through the jetties was two hundred feet. The remainder of the money due him under his contract with the government was thereupon paid to Mr. Eads, and the one million dollars retained to guarantee the maintenance of the channel for twenty years was deemed to have been earned and has since borne interest at the rate of 5 per cent. Since the completion of this work the obligations as to the maintenance of the channel assumed by Mr. Eads and his associates have been faithfully met and in 1899 the stipulated period of twenty years will have been covered. Immediately after the completion of the jetties system the tireless energy of Mr. Eads prompted him to outline one of the grandest plans that hydraulic engineering has ever undertaken, having for its object the extension of the deep water from the Gulf of Mexico to the mouth of the Ohio in the heart of the Mississippi Valley. This channel was to be made permanent by putting an end to the caving of the river's banks, creating new shore lines and conserving the entire flood water of the river in one channel, thus accelerating the current of the stream with a lowering of the bottom of the river as a result. He was made a member of a mixed Mississippi River Commission, composed of

military and civil engineers, in 1879, and this commission endorsed his views relative to the improvement of the river. Congress made an appropriation for carrying forward the work in 1880, but later discontinued its appropriation, although enough had been done to demonstrate the entire practicability of the plan. In later years he examined and reported upon the bar at the mouth of the St. John's River, in Florida, in response to the request of the municipal authorities and citizens of Jacksonville. He also reported upon the plan for the preservation of the channel of the Sacramento River, acting as consulting engineer of California by request of its Governor. In 1881 he examined and reported on the harbor of Toronto and the improvement thereof by request of the Canadian Minister of Public Works. In 1882 he was commissioned by the Mexican government to examine the port of Vera Cruz, and his suggestions for the improvement of its harbor were later approved by the government. At the solicitation of the "Mersey Docks and Harbor Association," of Liverpool, England, Mr. Eads examined and reported upon the estuary and bar of the Mersey. His report was adopted and for his fee he received ten thousand dollars. His last great conception was the construction of a ship railway across the Isthmus of Tehuantepec, and in 1887 he formed a private company to prosecute this work. After many engineering triumphs, this was the darling object of his later life, and his death was doubtless hastened by his arduous labors at Washington in endeavoring to secure from Congress a charter for his canal company, which was authorized by the House of Representatives, but failed in the Senate. Three years prior to his death he had removed from St. Louis to New York, and that city was his place of residence at the time of his death.

Eames, William S., architect, was born August 4, 1857, in Clinton, Lenawee County, Michigan, son of William H. and Laura (Scofield) Eames. His parents removed to St. Louis in 1863, and he was fitted for college in the public schools of this city. He then entered Washington University and was graduated from that institution in the class of 1878. Choosing architecture as his profession, he began his course of training for this calling by working as a draughtsman in the offices of St. Louis architects, devoting three years to that work. In 1881 he went abroad and made a complete tour of the continent for the purpose of thoroughly studying European architecture. Upon his return to St. Louis he was appointed deputy commissioner of public buildings, and held that position until 1886, when he formed a partnership with Thomas C. Young for the private practice of his profession. Since then the firm of Eames & Young has occupied a prominent position among Western architects, and Mr. Eames has become recognized as a leader in his profession. In addition to designing and superintending the erection of the finest business blocks in St. Louis, he and his partner, Mr. Young, have been the architects of many of the beautiful private residences of this city, and of numerous public buildings and residences in other cities. Mr. Eames' thorough knowledge of the technique of architecture has been supplemented by artistic execution and executive ability which have made him eminently successful in carrying forward large building enterprises with remarkable expedition and results highly gratifying to his clients. Although one of the youngest architects in the city at the time, he was honored some years since by being chosen first president of the St. Louis Chapter of the American Institute of Architects, and he has also been a director of the National Institute of Architects. A student by nature, he has prepared and read numerous papers on architecture and kindred subjects before various societies, and he has also devoted much time to the study of social and economic questions and to general literature.

Early St. Louis.—[Incidents, Customs and Characters of the French Village, as derived from his elders, and, to a less extent in later days, from his own recollections. By Theophile Papin.]

The Illinois and the Missouri Indians had at one time both been fierce, powerful tribes, but their incessant wars with their contentious neighbors, as with roving hostiles from beyond, had reduced them in number and greatly enfeebled them when the French fixed their St. Louis colony on the Mississippi. They had become mere hunters and fishermen, roaming desultorily from their encampments in quest of game to either side of the river. The reduced natives were necessarily friendly to the white strangers and quite willing to set their women digging the cellars and carrying

the rock and timbers for the first houses of their villages, since these and like servile employments insured the lodges abundant daily food without the need of tramping after uncertain game. But these hard workers for the whites were held as mean-spirited and worthless in their own villages, some of whose encampments stood not far distant. The savages were beginning to perceive the exhaustion of game from their surroundings, while in other ways the newcomers were encroaching troublesomely. The white men had come evidently to remain. The Indians became aware of their own utter impotence as against them. There appeared to be no relief except in flight. Amid the well-worn trails, indicating the constant going and coming about and from the encampments and connecting white villages of the vicinities, there were occasionally other paths, but ill defined. These led commonly in a westerly direction to remote wilds. The tracks were grass-grown and uncertain, being so seldom used, and then only by very small parties of the more venturesome huntsmen. As the white settlements, however, continued to grow in population and the uneasiness of the savages accrued apace, there would finally come a day when in the early morning some one of these rarely trampled paths would of a sudden become thronged with a motley multitude of savage movers, men, women and children—an unwonted sight—the exodus of an entire tribe, in short, on their pilgrimage to the mysterious new hunting grounds of the far West. Sorry enough was the spectacle presented by these last trails of the bands—full sad as the grievous story of self-expatriation they told. With the exception of the renegades, who had lingered behind, the entire village would be included in the straggling long line, the travelers at every widening of the way crowding together confusedly, then again following in single file at the narrowings. The train progressing thus in mixed disorder would be led by the chief surrounded by the village elders, his counselors. The large majority of the pilgrims made the long journey afoot, for, in their decadence and poverty the savages had lost nearly all their horses. The greater number of these animals yet remaining were used as pack-horses and laden now with tent-poles, kettles, sacks of corn, etc. A very few of the men retained their chargers. All along the mixed line there trudged the ill-used old women, gray-headed and limp sometimes, but bending under the heaps of family belongings which the husbands, now walking empty-handed at their sides, had helped to stack upon their heads and shoulders. Some months before two men had been sent to explore the country. These now walked along with the head men. In the first hours of the march, in fact throughout the first day, while the minds of the hapless self-exiled were still absorbed by the dolors of the abandoned home, and by undefined anxieties for the intangible future, a gloomy silence, broken but rarely by the subdued phrases of near comrades, prevailed along the disorderly train. Only the boys with bows and arrows, who scoured the near woods for small birds, held out from the common depression. Even the most attached camp companions of the lads—the lank village curs—refused to follow them, but jogged moodily, with muzzle down, behind their masters, as if with intuition of the evil turn in the fate of the band. But the sorrowful retrospect wore itself gradually out in an awaking concern for the new domain, its undisturbed game, and, better still, its freedom from restraining contact with the whites. So that within a few days more the long line of noisy happy-go-luckies might have been mistaken for an ordinary village hunting excursion. But the most pitiable object in the outset starting array of these disconsolates was the poor creature often found in these long marches about the lower end of the line, leading a toddling child by one hand, while, with her staff in the other, she trudges laboriously to keep up with her companions. The condition of her person indicates a near approach of renewed maternity. No complaint escapes her; she utters not a word of any purport, but as from time to time she lifts her little companion over some hard places the great beads of perspiration that drop from her face attest her anxiety and suffering. A horseman may be dashing past. Sometimes, observing her, a sudden spark of humanity may possess him. Then he has been known to halt, ungirth the folded blanket, until now his saddle, and canter bareback rapidly toward the woman, cast it gallantly to her for the use it will soon serve behind the chance hazel bush of the roadside, where she will, merciful Providence attending, undergo her agony alone and unaided of human being. This hapless woman is expected by her band, the critical order

being past, to rejoin the march without unnecessary delay; and she does so indeed, impossible as it may seem. Not only does she overtake the train within a day or two, but the robust creature has had the care at the first wayside brook to thoroughly lave her new-born and carefully swathe it next with such material as could be spared from her own slender vestments; and last, not unmindful of the coming impression on her companions, she has wrought a studied toilet of her own, wherein as a finishing touch the disordered mass of coarse long hair has been readjusted anew and its two front tresses coquettishly braided. So transformed, her precious papoose snugly lashed above her shoulders, the sturdy mother, somewhat attenuated, but looking stronger, brighter than before, resumes her place in the train amid the friendly banterings of her companions. She has the heart to smile still—less, probably, because of the words of rude welcome than from a proud innate sense of her own hardihood and valor, only just now proven through such trying harshness. Such were often the severe experiences of women in the precarious condition above described, not only on the rare emigration trails to new hunting grounds, but in all the long marches of the village bands. Only their life-long inurement to toil and hardships it was, of course, that sustained them. The traces of Indian tribal life about St. Louis and its neighboring white settlements thus gradually disappeared. The Missouris, as a band, wandered westwardly to the River Platte. Many of the Illinois, with the Kaskaskias, Cahokias, etc., followed the retreating game to the undisturbed woods and waters of the region now Southern Illinois. The retirement of these Indians as connected bands was effected without serious confusion or violence. They clearly saw their time had come, and they were willing to go. But such general exodus of the united bands did not by any means imply the extirpation from the white men's localities of all the Indians. On the contrary, with the spreading reputation of the French settlements, particularly that of St. Louis, the headquarters of trade, there flocked in a greater diversity of them than ever before, if not so great a number. Besides there had lingered behind, as above said, the idlers of the local bands—its worthless members, who preferred small compensated chores and beggary among the whites to the toil and frequent wants of the old, free life, revived now in unknown forests. These became the village loafers and were numerous enough to indicate a type. A still greater accession, however, to the local Indian element of St. Louis came of the annual visitors—excursionists from the mountains and plains, far and near, tramping across and paddling down the rivers, sometimes solitarily, sometimes in troops, impelled, all of them, by curiosity to see the bustling little French village about which the Creole and Canadian trappers had told them such marvelous stories. Moreover, St. Louis lay in the direct route to Washington City, and this necessarily made it the restful halfway house in the frequent long pilgrimages to the Great Father President. But, above and beyond all other attractions, the progressive settlement was the headquarters of the great American Fur Company, to the average savage the pivotal power of the world, whence all the Indian goods were distributed, the government annuities sent forth; where the year's enormous harvest of peltries was garnered, and the wide scattered army of hunters and trappers, coureurs-des-bois, and traders received their commissions. The savage visitors bethought themselves, naturally, of meeting at this general rendezvous some of the many trappers with whom they had consorted so helpfully in their mountains, and they looked for a return of hospitality. Nor were they disappointed. The sable tourist was invited invariably to a feast at the cozy home of the hunter's family; and a royal feast, indeed, it always proved, consisting of boiled corn, "Indian coffee" (meaning the decoction very weak, but boiling hot), thick slices of fried bacon, eggs, hard boiled; rice or bread pudding, sweetened to surfeit, and last a strong dram of whisky. Then he was escorted to the circus, if there happened to be one about, and, if not, to the Indian Museum, this being a valuable and extensive collection of Indian arms, accoutrements, domestic utensils, petrifactions, etc., kept in a large hall attached to the Governor's house, at the corner of Vine and Main Streets. Last in the round of friendly courtesies, if the guest chanced to be a man of mark among his people, he was accompanied some day to the headquarters of the Fur Company, and there obtained a brief audience with Mr. Chouteau, the head of the firm, and Mr. Sarpy, his partner, which presentations, in the appreciation of the un-

trained caller, were a more distinguished honor than the audience even with the Great Father in Washington. In one way and another, therefore, there were constantly Indian encampments in the suburb and multi-tribed Indian loiterers about the streets and shops and dwellings of St. Louis long years after the village had attained its initial city proportions. The dusky visitors reached us, as already stated, very frequently by canoe down the Missouri and the Mississippi Rivers. There were the several white villages to be seen—Cahokia, Ste. Genevieve, Kaskaskia and others—but St. Louis, as the Mecca of the pilgrims, remained always the first and the last of the itinerary, whence only followed by land march or canoe the round of all the villages. These red rovers often stowed away their pirogues for this grand walk. They were the indefatigable sprinters of their day. It was a curious feature of the local interchanges between villages then that while the cartways of the white inhabitants often remained grass-grown and little disturbed, the Indian trails tracking over and alongside of them were deeply and distinctly worn. The vagabonds evidently never stopped their pleasure rambles outside, while the pale faces wrought out their destiny within the villages. The bands were often met, stalking one behind the other, in long files, and a familiar summer apparition recalled of them is their frequent reproduction under the broiling sun of the moving Burnham wood, when every sweating heathen in the line carried above him his leafy umbrella, whacked off on the roadside from the first choice sapling. The canoe visitors did not always arrive at St. Louis empty-handed. They had soon learned the advantage of mingling a little business with their pleasures. They brought down maple sugar, wild honey, bear grease, horse-hair lariats, jerked deer meat, buffalo tongues, medicinal herbs, moccasins and like small objects. The devices for packing these goods may have interest for the reader. The sugar was encased in *cassottes*, or birch-bark sacks, containing forty pounds each; the wild honey in prepared skins of three gallons, but for the bear grease there was a special permanent arrangement of several compartments hewn in the head of a canoe. These were filled with the grease or oil and the opening closed tight with dried skins. The submergence of the boat cells in the running stream kept their contents fresh for all time. Bear grease had a special value to the colonial housewives (and even after the colonial times), since it was the only cooking fat obtainable. The first settlers owned no hogs, nor for many years could they procure them. The enterprising mountain merchant, having sold his little mixed cargo, prudently reinvested the proceeds at once in supplies for his family. He bought a little coffee, sugar, salt, flour; also some tobacco, whisky, still another tomahawk, one or two new scalping knives, and such like plain goods best adapted to the tastes and habits of his simple-hearted household.

Pierre Chouteau.

Pierre Chouteau, Jr., was a grandson of the founder Laclede—a strong connecting figure withal between the old era and the new. Born in 1789, outpassing in the end his three-score and ten, Mr. Pierre Chouteau, Jr., had been prominent almost from boyhood in the French colonial village. When only nineteen years old the lad had been led by his father into his first perilous expedition among the savages of the upper Missouri. At the advanced age of seventy, after having been long inured to the ease and tranquility of the princely fortune he had himself created, he was suddenly aroused to battle one of the fiercest storms, commercial and financial, that had ever swept over the land. The panic then was universal, and the ruin it entailed almost hopelessly widespread. The house of Pierre Chouteau at the outbreak of this convulsion had multitudinous Indian agencies to sustain—establishments of greater or less importance, scattered from the great northern lakes to the confines of Mexico. Meanwhile, Mr. Chouteau individually had launched in New York, Boston and Philadelphia various vast railroad and other enterprises, and some of these, unfortunately, were as yet immature and unassured. Moreover, at the supreme crisis a personal calamity, more grave in its possibilities than any distinct business entanglement, had befallen the aged merchant. Following a severe illness he had become irrecoverably blind! No wonder that sinister augury which had already embarrassed many other leading firms of the day was endeavoring now to cast its blight over this prominent house. But Mr. Chouteau's was other than the common metal, and his indomitable will only acquired new strength in trial. Aged and infirm as he had become, he fought with the energy of his

aggressive youth. It was observed, too, by the persons about him that, strangely enough, in his obliteration of vision his memory had become extraordinarily clear and complete. The map of his manifold investments seemed to lie unfolded before him, with all its dates, amounts, resources and personages. His fertile expedients, too, and his judgment seemed at this critical juncture to be absolutely unerring. Mr. John Jacob Astor, a life-long personal friend of Mr. Chouteau, associated with him many years in the American Fur Company, as in other enterprises, used to say of him during the worst of these troubles, "They'll never upset him, sir; that man carries the equivalent of half a dozen strong banks in his head; he can not be downed." As a final accomplishment of his uncompromising struggle the clouds cleared and the sun shone again upon the house of Pierre Chouteau, Jr., long ere the havoc had ceased throughout the country. The victory in this last battle, waged against such fearful odds, was probably the crowning glory of Mr. Chouteau's varied long career. Linking, as he does, our colonial startings and the era of transitions to contemporaneous times, Mr. Chouteau stood for the space of more than forty years the central directing figure of commercial enterprise and development in the regions of the upper Mississippi and Missouri Rivers. The French Government in 1763 had granted to Laclede a charter of exclusive privileges to trade with the nations of Upper Louisiana Territory. These special charter rights were initiated by Laclede and his companions primarily in founding the post of St. Louis. The further benefits of the grant, however, were short-lived, owing to the transfers of the territory which soon followed. But the seed had been sown, and years after, under the controlling guidance of Mr. Chouteau, the Indian traffic from its weak beginning was extended through the length and breadth of the vast unsettled West, and developed into a powerfully organized company. The records of these pioneer achievements are the real archives of our territory's first exploration and settlement. But the purpose of this paper is not by any means to present a complete biography of Mr. Chouteau. Such a life account would of itself fill an important volume. The less weighty present design is to relate the writer's reminiscences of the early scenes and happenings in and about the Fur Company's establishment at St. Louis as in his youth he knew it, when still flourishing in the closing colonial days, while yet invested with picturesque surroundings and life and customs of the primal times—all so strangely vanished within the incredibly short retrospect of a little more than fifty years. Mr. Chouteau's earlier partners in the fur trade, Messrs. Bartolomee Berthold, Bernard Pratte, Sr., and John P. Cabanne, had died in 1831, 1837 and 1841, respectively, and Mr. Astor had withdrawn from this Western branch of the American Fur Company about the year 1834, leaving a portion of his funds, however, still to the management of his old friend. The company was reorganized about 1842. Mr. Chouteau then associated with himself Messrs. John B. Sarpy, Joseph A. Sire and J. F. A. Sanford, and the house thenceforth was known as that of Pierre Chouteau, Jr., & Co. The headquarters of the old company had had lodgment on the levee in a rambling building constructed from the rock blasted from its cellars. After the reorganization a larger, more commodious building was erected on Washington Avenue, and here for many years following the notable company busily fulfilled and finally closed its influential mission. A constant correspondence was going on, of course, between the parent house in St. Louis and its important New York branch. Not infrequently special agents passed back and forth to settle difficult matters out of the usual routine. Such an emissary arrived in the spring of the early fifties—the precise year not remembered. The steamer from the Ohio River had landed overnight, and in the morning the New York agent, accompanied by a youth—a foreigner—who bore a personal letter for Mr. Chouteau, ascended the levee en route to the headquarters. Mr. Astor had dispatched his representative to establish certain definite lines of restriction between the roaming hunters and traders of the respective companies over a territory not heretofore divided. The object of the mission is irrelevant to the purpose of this chapter. But the two strangers' experience of a brief first day at the St. Louis headquarters may supply the reader a sufficient sketch of the great Indian factory and its stirring daily life. For this, therefore, let us follow them. An unexpected happening detained the two passengers momentarily as they were scaling the semi-ravine at Vine Street. The incident may properly be

told here as a passing illustration of the abundant Indian life which, in one form or another, continued to linger about the growing border town. On a sloping ground which skirted the gulch they observed an overturned canoe —a clumsy affair, quite differing from the light bark and the ribbed boats used by the native bands of the Northeast. It was a simple dugout, hewn and chipped into form from the solid tree trunk, then about the only kind of canoe known to the Western tribes. Our visitors stopped to inspect the boat; at first exteriorly, when the impulse moved them to examine the hollowed interior, and, placing themselves at either end, the lubberly vessel was suddenly careened, and lo, to their amazement, out leaped two half-nude, uncanny Indians! The canoe had served as their snug dormitory that night. Intuitively, as the swarthy bucks sprang afoot, they clung to their tomahawks—not for attack evidently, but in possible need of defense only, holding the blades aslant their breasts, while with the hand disengaged they fell to gathering and adjusting their scant wardrobes of old rags and strings, chattering in broken jerks the while and casting hostile glances at the obtruders. Of course our heedless disturbers understood not a word of the gruff gibberish, which they likened afterward to the snarling of two half-starved dogs over a bone. Notwithstanding the early hour there was already considerable movement on the street about the headquarters. In addition to the local loiterers and the visitors from the mountains (for the spring season began the vacation of the upper forts and posts) a great troop of Canadians, seekers of employment, had been drifting in. One well-browned squad of five had tramped afoot all the way—fifteen hundred miles—from Montreal, reaching town that very morning. A fleet of Mackinaw boats also had landed the previous Monday night, and, their cargoes being discharged, the crews naturally had gravitated to the crowd about the Fur Company. Then came the visiting Indians themselves, all garbed in gala attire, who, being so far distant from home, enjoyed, after their phlegmatic way, the chance meetings in the strange white town with their old camp-fire friends. Rouville, too, circulated in the throng—the only horseman—astride a bony, mettlesome gray. Rouville, in service, was the "funny man" of Fort Laramie. His incessant flow of animal spirits and his pranks kept the workers hab- ually in good humor. This morning he wa parading the new charger, with rearing, vaul ing, pawing, pirouetting, much to the enter tainment of his rugged audience, when, by a misstep on a loose pebble, the vexed anima suddenly came to his knees, throwing the reck- less rider over his head. A great guffaw we up from the crowd, but Rouville was a match- less cavalier, and quick as a flash was back the saddle, even before his stupefied beast ha quite recovered. "C'est bien—c'est tres bi fait, mon garcon," called a voice from th sidewalk. It was Mr. Sarpy, who had stepped a moment to the door. Rouville gallantl lifted his hat—and felt glad the horse ha thrown him. The throng made up altogeth an heterogeneous, motley show. There th swarmed over the street and walks, chattin joking, laughing; the old fellows telling mer stories on one another, the newcomers inte on the thrilling pictures drawn for them of th dangers and hardships of the trapper servic Certain characteristics were observable amo them. The Canadians were mostly robust figure, with countenances generally good-n tured, many soft-voiced, and many having almost imperceptible quickness of moveme even in their present repose. Every oth man held a short-stemmed pipe in his mou The gaily-clad Indians paraded their inevit ble tomahawks, but as adjuncts of coxcom ery only. These battle-axes were to th now the dress rapiers at the same period the post officers. At intervals a clerk fro within came to the door, calling the names five or six of the awaiting new men. Th summons was a pretty certain prelude of e ployment. These successive squads, havi entered the building, passed inspection, stopping, however, before a partner of th house, Mr. Sarpy, who sat at his desk opp site the employment registrar. The men w were not turned back by the partner w closely catechised by the clerk, and, the exa ination proving satisfactory, they were e rolled for two years of service. Mr. Sa appeared to be the busy general manager this bustling household. At every mom new people were coming to him for ord and instructions. In the midst of it all the travelers arrived from the steamer. He kn the elder, Mr. Ramsey Crookes, well, a greeted him cordially, but, informing him th the principal had not yet come, invited

while waiting with his companion to take a turn about the factory. "I would like to accompany you myself," he added, "but you see my predicament here. I shall have to give you an escort." "Ici, Toinish," he called to one of the men, "show the gentlemen through the warehouse and explain as you go," then added to the visitor, "You'd best talk French to Toinish; his English is rather trying sometimes." The man advanced, buoyed with the dual prospect of chaperoning visitors, evidently of consequence, and of ventilating his English acquirements. Mr. Crookes, a Scotchman himself, spoke French fluently, but for the present he preferred to abide by the Canadian's Anglo-idioms. "Please come with me," said Toinish, leading the way. But at the bottom of the same room he stopped to show them a remarkable buffalo robe, well stretched on a wooden frame especially constructed for it. The robe was of phenomenal size and its silken hair white as snow. There was not the discoloration of a dot on the whole surface, and its only abrasion was the single puncture of the fatal arrow about the shoulder or neck. "This is our albino," said Toinish proudly, "and the only white buffalo our men see on all the plains. Henri Chatillon seen it. He say he look high like an elephant in the herd, and all the others look like calfs 'longside. Henri's Injun partner got him. Henri tried shoot him with gun, but he was too fur." The visitors passed on to the vast storage room, at one part of which the classification and assortment of robes and furs was accomplished. A man stood in the entrance. "Bon jour, Pierre," said Toinish pleasantly. "Bon jour," replied Pierre, somewhat brusquely, and vanished toward the street. He was a stout fellow, low-browed, but not ill-visaged otherwise. "That is our strong man," remarked Toinish. "At Fort Berthold they used to call him 'the watchman.' He kill man there four years ago—only Injun man, though." Then to Mr. Crookes' look of inquiry he continued: "It was 'Can't-look-me-straight-in-the-eye' he kill—a bad man. You see, Can't-look hide sack of coffee in his blanket and Pierre turn him out of fort, and when at back gate he kick him. Made Can't-look mad—shame and want revenge, but 'fraid of Pierre. So same night Pierre lay on blanket in loft, but not 'sleep. He hear noise; listen, hear again; clatter, clatter long time; look out; moon shining, and there was Can't-look tryin' to burn down fort; great heap dry buffalo chips and pile loose wood, and him striking flint steel on handful rags. Pierre slip down easy, easy; squeeze through little side door, and just when Can't-look put blaze rags to pile Pierre jump forward, throw Can't-look on face. Then he took rope that was hanging from crane at roof and tie around Can't-look neck, pull him up about ten feet high, then fasten good other end to winder and went back to bed in loft. Next morning Can't-look was dead." Toinish had told his grewsome story in all innocence of its brutality. His interlocutors were shocked. "What was said by the Indians about the fort?" asked Mr. Crookes. "Why, nothin'," replied Toinish. "They t'ought it was big joke on Can't-look, and laugh. You see Can't-look was big tief —very, very bad Injun. He steal ponies!" "But the patron at the fort, what did he do?" "Ah, the patron," answered Toinish, "that 'nother thing. Yes, indeed, when the patron hear who done it he send for Pierre and scold him. I tell you he scold him good." "Scold!" exclaimed Mr. Crookes. "Yes, scold hard. 'Cause you see," added Toinish, in condonement of the patron's severity, "'cause he say if Mr. Chouteau come to hear about it he get very mad! You never see Mr. Chouteau mad—hein? Well, thunder ain't nothin' to it! Don't believe nobody ever brave enough to tell on Pierre—or him not here now." The party passed into the spacious storage and assorting room, where the new cargoes of skins and furs were held at this season only long enough to be repacked in classified bales, and whence the shipments were made daily. The greater space was filled with tier upon tier of buffalo robes, securely lashed into bales of ten to twenty each, some ranks stacked almost to the ceiling. One side was taken up with packs of bear robes; also with the dressed skins of elk, deer, moose and caribous, while upon several broad upper shelves against the wall there were numerous bundles, smaller than the first, but, in fact, the richest treasures of the depot, being dressed hides of otter, beaver, jaguar, fox, and like finer furs; for in those days the domestic utility of the seal was comparatively unknown, and the ladies drew upon the daintier wild animals of the woods and mountains for their fashionable capes, cloaks, muffs and boas. Neither had the manufacturer yet invented chinchilla for men's overcoats, nor the silk nap for their cylin-

drical dress hats. Beaver fur only was used for these last, but this luxury at a cost often of twenty to thirty dollars the hat. Among the archives of the noted old peltry house there is a letter written from Paris, in apparent uneasiness, by Mr. Astor, informing Mr. Chouteau of a newly invented process in silk manufactures, whose shining long nap, used for men's hats, might soon replace the employment of beaver fur and so cripple this important product of their traffic. When the strangers arrived the expert labor of assorting buffalo robes was in progress. Two laborers (negroes) were opening the original packs and separating their robes. They were casting them into a loose heap to two other blacks, who seized them deftly one by one at the upper corners, unfolding, elevating and turning them from side to side rapidly before the inspector. This all-important functionary was Mr. Wheaton, who stood a few paces away, half seated on an empty box, with one foot upon the ground, and constantly twirling a slender cane he held in his right hand as an indication of the distribution to the separate heaps. Mr. Wheaton, notwithstanding some wear of features, was rather a well-looking middle-aged man, his set expression, however, seeming (with the inevitable cigar between his teeth) to betoken indifference to his occupation. But both the listless posture and immobility of features did him injustice. He was reputed the most clever and withal one of the most careful experts in the fur trade—a last authority, in fact, among both merchants and hunters. In those days of fashionable fur goods such a name carried no little importance and value. In the process of assorting into heaps the first-class and most valuable contained the robes decorated in vari-colored hieroglyphics. These were always few in number. Then came the whole robes—that is to say, the robes not cut in the middle and sewed; and last came various grades of inferior and damaged robes. The inspection was surprisingly expeditious, and the men often were strained to follow the rapid movements of the rod. How this man could, at a single glance over the rugged sheets of wool, decide their approximate difference of size, weight, dressing and fineness, detecting in the same flash their abrasions and damaging punctures (for all these were elements affecting values) mystified the silent observers no little. To them all the brown robes looked very much alike. They were probably still occupied wi this problem when a clerk from the offic came with the word that Mr. Chouteau ha arrived. The visitors prepared to follow. N word had passed with Mr. Wheaton, but a they turned to leave they bowed their thanks to him. He returned the salute with an easy courtesy and at once again—the animated ro and flying robes. But for the high desk of his secretary, with its packages of carefully boun papers, Mr. Chouteau's private office serve rather as his private refuge and rest. Th room was well lighted; an oblong table stood in the center for newspapers and the curren pamphlets; a sofa and ten or twelve eas chairs—these completed the simple furnitur Several excellent oil paintings (portraits) hung from the walls, and on the chimney-piece al ways the hospitably filled box of cigars. Th distinguished head of the firm stood besid the desk conversing with his secretary. H was a man of imposing presence, erect, un commonly tall, of a countenance habitually grave and thoughtful in repose, but in conver sation he was easily animated and cheerfu A door attendant announced the visitors. Th St. Louis firm had already been apprised o the import of this mission, and after a brie colloquy with Mr. Crookes, principally fo news of his New York friends, Mr. Chouteau appointed a time for the discussion of thei business. Then he turned an inquiring glance toward the youthful stranger, who thereupon was introduced and presented his letter. Th communication was from the young gentle man's father, Mr. Andrew Dawson, a forme influential agent of the Fur Company in th Blackfoot nation, then long retired from th service and living in England. Mr. Dawson wrote, in substance, to request that his son whose health, he said, was failing, might be permitted to join the first favorable expedi tion to the Rocky Mountains. After care fully reading the letter Mr. Chouteau remarked pleasantly, while he refolded it: "Your father was surely too useful an aid of our company to be refused the first and only favor he has ever asked of us. You arrive very opportunely. My son Charles will no doubt invite you to accompany him. His boat is to start to-morrow with supplies for our posts on the upper Missouri and the Yellowstone, and to distribute among our Indians their government annuities. This will afford you an opportunity to meet all the tribes. If you have

any further preparations to make for the voyage you should look after them to-day. Be back to-morrow morning no later than 9 o'clock. This will be your starting point. The boat lies near the foot of this street." The youth was effusive in expressions of thanks, and the present business of both visitors being ended, they retired, the one to find his hotel, the other to look about the shops for possible necessaries of travel not hitherto thought of. The departure of the annual supply boat for the upper Missouri was in those days quite an important event. The variegated crowd that had loitered about headquarters yesterday filled the levee approaches now for a send-off to the company's staunch steamer, the "Antelope." The last case of Indian goods had been carried aboard. The leader of the expedition, Mr. Charles Chouteau, accompanied by his young protege, had arrived. When they had entered the passageway hurriedly opened by the boisterous levee crowd there had been a respectful hush along the line and many hats had been doffed and many a hearty "Bon voyage, Monsieur," uttered. They now stood with the captain near the pilot-house to witness the departure. The gang-plank had been hauled in, the last bell had tapped, and as the little brass six-pounder fired its parting salute and the flag dropped down the jack-staff the half-dozen Canadians, old-timers of the crew, lined well forward on the main deck, broke out with an old voyageur song—a lay more familiar, perhaps, to the pioneer keel-boat and the pirogue, but not unmusical either through the latter-day sounds of pounding paddle-wheels and hoarse steam escapements. A vociferous chorus was returned by the crowd on shore, and the graceful "Antelope" steamed sturdily into the swift current on her long voyage amid the shifting sands of the upper Missouri and the hidden rocks of the Yellowstone. The American Fur Company had acted as agents of the government in its distribution of the earlier Indian annuities. After the reorganization this service was performed by the replacing house of Pierre Chouteau, Jr., & Co. The annuities were not, of course, paid in money. The savages would have had some trouble to invest silver or gold dollars about their wilds. The annuities were discharged in staple merchandise, such as best befitted the Indian wants and habits. They were cargoes of blankets, mostly scarlet colored; calicos, horse gear, sugar, salt, coffee, medicines, tobacco, knives, hatchets, tin cups, pans and skillets, added to which were some articles of the savage toilet, such as combs, hand-glasses, vermilion and other paints, beads, tweezers and the like. Sometimes the cargo of annuities was unmanageably voluminous and necessitated the chartering of a special boat. Ordinarily the company's steamer sufficed. The employes of the company exercised great care in the delivery of these goods, nor were there ever serious mistakes. The respective allotments were landed at the successive military posts and receipted for by the post agents, and so ended the carrier's responsibility. The post agents in turn surrendered the merchandise to the chiefs of the bands, who made the individual partitions, and they it was, therefore, who encountered the angry contentions and struggles of the craving wild recipients. No river craft was watched for with more anxiety than the annuity steamer of the Fur Company. That the eclat of her welcome arrival should not be lost the boat never landed at a distributing point in the night, but would rather lie ashore some few miles below. So she would then at a stirring hour of the forenoon sweep in grandly, everybody aboard parading the decks and the flag flying and the little cannon booming. The existence of a United States Government, its wealth and power, was known to the savages largely through its military posts and police. But many never quite divested themselves of the idea that the origin and soul of the annuity largesse lay in the more tangible Mr. Charles Chouteau and his well laden, never-failing yearly steamboat. Such were the scenes and happenings in the daily life of the great Indian factory at St. Louis, and such, incidentally, its happy annuity voyages. Together with its founder and perpetuators it has passed into the silent archives of our pioneer story. The important point remains to be mentioned in conclusion, that the books, voluminous correspondence and miscellaneous papers of the notable peltry house, together with those of the original Missouri Fur Company and the American Fur Company, are fortunately still in the possession of Mr. Charles P. Chouteau. These business records are said to abound with many curious and instructive new facts of the pioneer times, their personages, customs and notable incidents. These facts, properly collected, would undoubtedly constitute an im-

portant addition to the accounts already published of our first Western settlements and trade. The new volume, it is held, would rank in value with that recording the explorations of Lewis and Clark, who in 1804 followed the earlier expeditions of the Missouri Company, while in point of interest the book should at least equal Irving's graphic account of Mr. Astor's unfortunate Astoria expedition. It might, indeed, serve to portray in a more ingenious, happier light the characters and ever-successful achievements of the trappers and traders of the St. Louis Company—adroit, true and bold men all—so unwarrantably belittled by capricious innuendos in the popular author's otherwise correct relations of disastrous Astoria. Some thirty-five years after the occurrences about the St. Louis factory described above, and quite in another part of the world, the narrator hereof met an adventure, in itself trifling, yet recalling so unexpectedly and so vividly the long dormant scenes of the old peltry house, that the reader may perhaps pardon its brief relation here as a chatty appendix only to the preceding sketch. The writer had arrived in London with his family, and their second day had been passed, in great part, amid the monuments of Westminster Abbey, when, as they came out again, a supplemental river excursion was proposed to conclude the day's outing at Greenwich or beyond. There were only a few paces intervening through the Abbey grounds and across the embankment, and the party stood on the broad stone landing among the mixed crowd of sixty or eighty people who awaited the coming boat. Our party wanted information of the time between the Greenwich runs, and looked about for some one to whom to address a question apparently to everybody else so superfluous. A gentleman stood somewhat apart, a person of courteous mien, probably in the sixties, who, being accosted, answered very readily and intelligently. But the polite interlocutor continued: "Are you not an American?" he asked. "Yes." "Is that your family?" "It is." "I suppose you are merely sight-seeing," he added pleasantly. "I am not going myself so far as Greenwich, but if you like I will sit with your party awhile and shall point out certain things on the way which may interest you." He was invited to join us, and he did, in fact, at the start, call attention to one or two notable localities. But his courtesy carried also another purpose. "Fro what part of the United States do you come he asked presently. "I visited America my self once, many years ago." "If so long ago was the reply, "I'm afraid you hardly drift out so far west as our city. We are from S Louis." "Oh, yes," he exclaimed. "I kno St. Louis—I knew it well." And then b added, as if to inspire confidence, "I am tol that Chouteau's pond has been drained, an that now the old water bed is quite filled wi railroad tracks and factories. Mr. Pier Chouteau has been dead these many year no doubt, but Mr. Charles is still living, is h not? Do you know him?" "You are speak ing of my near relatives," was the answe "You seem to have been acquainted with a the family." The boat at this point was abo to land, evidently to the lively regret of th friendly stranger, who arose to depart, addin heartily, "Yes, indeed; the most delightful ex cursion of all my life I owe to Mr. Charl Chouteau. A sort of exploration journey was, up the Yellowstone River in the days its first navigation. When you see Mr. Cho teau will you please present him this ca with my compliments?" The card was i scribed: "Mr. John Dawson." The S Louisans had been quite conversant with th incident of the invalided English youth in th era of the Fur Company. The brief vision o the same individual in his matured manhood amid the isolation to us of unknown peopl and place, had the effect of a familiar glea from home. The meeting had come of acci dent, pure and simple, such as constantly oc cur, yet the discussion drifted to the ver curious concurrence of chances that had led it, and thence passed to the theory of spo taneous human affinities, in which none of u believed. But what had inspired the riv excursion after so long and wearing a ramb through the Abbey? What had timed th river run to that particular boat hour? An from the large crowd of awaiting passenge what had guided us so directly to the one pe son there and in all London with whom alo there existed a mutual bond, feeble and di tant, perhaps, but none the less distinct. Whi no one of the party would entertain the fa tasy of affinity, all found the successive co cidences leading to the little surprise at lea extremely odd.

The Prying Indians.

In the earlier village days a favorite frolic of the young Indian bucks was their horse races, improvised for the Main, then about the only well-defined street, on unexpected days, usually at the popular promenade hour of sunset. Four or five of them would come together in the pomp of paint, feathers, flowing fringes, and carrying bows with semi-harmless arrows—that is to say, arrows deprived of spear-heads, which might merely maim, not kill, the vagrant goats, cats, dogs and pet coons the marksmen would playfully encounter in the scurry. Then, with tightened saddle-girths and bits of jingling iron stuck about their shaggy mustangs, the wild riders would sweep, cyclone-like, down the street, flying their arrows to the left and right at every lingering beast that had failed of timely cover. Women rushed to the first open stores; sign goods were hastily hustled within; there was a general tumult, in short, lasting to the finish of the return heat. The sport was furiously animating indeed, and enjoyed uproariously by the sable cavaliers and their friends. How zestfully they afterward recounted the stormy incidents of goats toppled into ridiculous somersaults, affrighted cats madly leaping toward unattainable balconies, dogs sent merrily howling with broken legs, and other like gay surprises of the sportful route. But, alas, the evanescence of human joys! There came about one day the repressive trend in the government of the morose whites. The street races were ruthlessly stopped, and that forever. The harmless merriment of drinking carousals in public places was prohibited. So apace the other festive practices of the mirthful savages were effectually quelled. The whites, strangers to pleasure, turned to their wearisome industries, the Indians to idle vagabondage and dependence. The savages seldom became serious evil-doers after the decisive assertion of white rule, but the great body of them remained unproductive and worthless to the end. One of the most detestable traits of these hangers-on about the village (and the visitors from the mountains were even worse) was their prying curiosity and obtrusiveness. They stalked about everywhere like absolute masters. Then the better dwellings of the village were provided with prominent door-knockers, but the untaught visitor stood in the entry quite as mystified by this contrivance and by the round, unexplained door-knob below as he might have been if seeing an electric push-button on the leathern lodge of his prairie neighbor. He might press with hands and shoulder awhile against the blank panels and failing of admission, would ramble gravely around the building in search of the practicable entrance which he found usually in the open kitchen door. The cook, always a negress, knew him well, and would call habitually at once, "va t'en, mauvais sauvage"—the equivalent of "avaunt, satan," but literally "go away, bad Injun." This with an amount of energetic gesticulation toward the street ordinarily induced the withdrawal of her uncanny caller, but never, be it understood, with precipitation. The personal carriage of the Indian was ever deliberate, often with an approach to haughtiness; and even when ignominiously fired from the front or back door, he would calmly readjust his robe, moving away with head erect and a stateliness of stride which might have done credit even to that surpassingly majestic Roman senator of our State and generation, old Tom Benton. The soft moccasins of this dusky Paul Pry were rife with startling surprises. His footsteps being quite noiseless, his fantastic person would sometimes break in most vexatiously at hours and places of sacred seclusion. As a minor incident among the many of the waning Indian period, the writer recalls an absurdity of one summer morning when a little family sat quietly at the breakfast table, the lady with her back to the open door, a younger brother at the foot, the two others on either side. There was a sudden shadow—the gigantic spectre of a scarlet-robed Indian filled the doorway. He carried the habitual tomahawk in his right fist, but smiled with great complacence as he advanced and towered a moment over the unconscious lady. Her brother, the irrepressible young tease, at the far end, it seems was inspired by the situation, and assumed an expression of great delight as he nodded familiarly to the grinning phantom and exclaimed, "Sissy, I'll bet you a good big apple you can't tell me the name of the gentleman who's standing behind you." The lady suddenly turned, and, oh, the ringing shriek which filled that room! But the savage, giving it no attention whatever, moved smiling around the table, with a "how" and a proffered hand to the separate members of the company, until one of them dropped him a picayune, whereupon the

majestic beggar drew his blanket closer about him, and stalked grandly out again, as noiselessly and unconcernedly as he had come. Our Indians, resident and visiting, frequented the downtown stores and factories somewhat more successfully. When they made purchases they were accompanied usually by a Canadian interpreter, a trapper friend. But the majority were mere idlers and sauntered unattended from one establishment to the other. The visitors evinced eager curiosity in the matter of mechanical contrivances, notably in Mr. Bouju's pocket watches, those extraordinary amulets whereby the wearer could tell the position of the sun when even within a closed lodge, or which enabled him in the case of a preconcerted appointment to indicate to a dot when his friend would cross the sill. Mr. Bouju was the Nestor of the village watch tinkers. He had also a showy frame hung in his store which contained twenty glistening glass-eyes—another object of supreme mystification to the bewildered savages. The Indians regarded him with mingled awe and admiration. He was withal a man of gentle character and attractive physiognomy. His person, however, was slightly humpbacked, and he habitually sat working at his window-bench. This was enough for his sable worshippers, who, with their instinct of descriptive nomenclature, at once christened him "The Squatting Bull," by which somewhat inelegant appellation the mild, refined Mr. Bouju was known to them all. But Mr. Bouju, on the contrary, despised his crude admirers, not for his new name (which he rather enjoyed), but because in their attempts to discover the sorceries of watch mending, the passing vagrants were constantly flattening their faces, and (better to see) stretching their blankets against the window panes, whereupon himself, the disordered watch he had in hand and all the near surroundings would disappear in the sudden darkness. It required always in such cases a vigorous play of pantomime, and a discharge of rattling "sacre-e-e-e-e-es" to clear the window. Such was the free-going inquisitiveness of the Indian vagabond—an idle curiosity without purpose or method, obtrusive and annoying generally, sometimes offensive, but indulged by him like certain other coarser traits of his savage training, in utter unconsciousness of wrong. Returning a moment to Mr. Bouju, whom we have just left amid his petty tribulations, we might still pay him a parting call in his later days of tranquil rest. There has been a long lapse between the two periods; hence, such last short visit may, perhaps, supply a new interest in recalling a faint something of the simple character and the innocent enjoyments of his passing race. The fine old gentleman attained a very great age. He had long retired from business with an assured competence, had lived well, dressed scrupulously well, walked with a gold-headed cane, snuffed out of a gold snuff-box, took part in every available amusement of the changing times, and with his venerable wife, was held in the highest regard by his acquaintance. Mrs. D——— had conceived a warm attachment for the aged couple and never neglected an occasion to promote their amusement. Mrs. D——— was a delightful young society woman, handsome, sympathetic, talented and universally called by her pet name of "Cousin Manette." One summer day "Cousin Manette" invited three young musical friends—guitarist, flutist and violinist—to serenade her aged favorites. "It must be on the absolute surprise," she said—and then added, "I shall be there to see that all goes well, and shall prepare them—of course, confidentially." The youths stood betimes under the roof of the broad balcony and started off with a rousing waltz—perfectly rendered. Then a side door softly opened. "Cousin Manette" skipped out. "Very, very good," she said. "Now play 'Partant pour la Syrie,' the dear old pere has not heard it these ten years past," and she tripped within again. The little romance was accordingly given, and, it should be added, with remarkable grace. Again the door opened and this time, "Play an accompaniment," said Cousin Manette. "I'm going to sing them 'Cinq sous—pour monter notre menage.'" The "Cousin Manette" was herself, in truth, a magnificent singer, and at that still hour of the night her "Cinq sous," with all its rich trills and cadences, rang like the warblings of some rarely inspired mocking-bird. And so this unique serenade alternated between instruments and voice, until "Cousin Manette" brought the word Mamma Bouju requested the young gentlemen to come in—she wanted to thank them for the compliment of their good music. A delighted old dame with deep lace cape and

Mr. Bouju.

Cousin Manette.

frilled cap received them, and after a few gracious phrases, seated them at the precise, pretty refreshment table. There was a great pyramid of delicious grapes, a plate of cake, some dainty little cups of creme brule, one caraffe of red wine—no great superfluity, you might say, yet one single thing the more would have marred the exact integrity, would have destroyed the harmony between table and occasion—an incongruity which never could occur in the well-regulated Bouju menage. The dear lady seemed quite exhilarated, and had many pretty speeches for her delighted young guests. But she arose presently, saying, "Come with me to Mr. Bouju. He was not able to stay up so late, but he is in bed, waiting to *trinquer* with you." And the hospitable dame led the way, "Cousin Manette" dropping watchfully to the rear to see that her troupe should file in properly. What a model of comfort and neatness was this inner refuge of the rare old couple. What touches of good taste and surprising adaptations which everywhere met the eye here. The good Pere Bouju, supported to a sitting posture in bed by various snow-white pillows, holding a filled glass in his right hand (he had hastily jerked off his night cap with his left) a pleasant smile of welcome lighting up his gentle face, shone, of course, as the attractive centerpiece of this matchless sanctum for happy old age. After some more exchanges of compliments the youths withdrew—at an almost imperceptible sign from "Cousin Manette"—for their aged hosts had been kept up already long beyond the accustomed hour. On the balcony the serenaders stopped a moment only for one couplet of the parting good night song, "Bon soir, Marie—dors bien, mon ange," but they substituted the name "Manette" naturally enough. After the trio had walked some distance in silence on the streets, one of them said, "If we could suddenly bet gack to Mr. Bouju's room, I think I can tell what we would see and hear there." "What?" asked his companions. "Why, we'd find the old gentleman still propped up on his pillows, the old lady on a chair close at his side, but now gently holding one of his hands, both of them listening lovingly to "Cousin Manette," who is still standing, and no doubt is telling them what fine fellows we three are, and how we are all bound to make our marks in the world." And then added, "What a splendid woman is 'Cousin Manette!'" "She is, indeed," was the hearty echo.

Village Jour-de-l'An.

The villagers liked their pleasures. In the home intervals of their audacious trading excursions among distant savages, they were given to the manly sports of hunting and horsemanship, and they relished with the abandon of veritable children the simple games of the domestic fireside. But they were Catholics, and few enjoyments found favor among them equal to those of their religious festivals. Of these, there being many during the year, the Midnight Mass of Christmas "Noel," was probably the most brilliant and affecting. A few moments passed with the devotional congregation at that splendid fete will convey some idea of its irresistable accessories and influence. There, yonder, stands the wooden church, not large in fact, but within the shadows of night mystically wide-spread and imposing. Twelve o'clock has struck from its belfry of open beams. The inhabitants are all assembled. Hundreds of lights flood the interior and stream through the windows upon the glistening snow without. The brief, eloquent sermon has been spoken, in French first and then in Indian, and at the elevation, simultaneously with the tinkling of the altar bells and the deeper vibrations out of the tower, there is heard from the near church yard the booming of a cannon—that readily loaned by the commandant of the post—whereupon the inspired choir intones the exultant "Venite, Adoremus," the swelling strains filling the edifice, and the reverberations from the huge wooden vault aloft returning in echoes of divine harmony upon the adoring multitude. There, too, is the high altar resplendent with its myriads of lesser lights, and its (abounding) ornaments of gold, silver and fine laces, received year by year from the religious of New Orleans and of Quebec. Again, the eye turns to the gorgeous festal vestments of the many priests and deacons (for this year a company of visiting curates had joined the venerable village pastors) and the long retinue of white-robed acolytes. All these objects and figures seen through the haze of the fragrant incense diffused from the sanctuary form a soul-stirring pageant, truly, albeit, as adjuncts only, to the overwhelming credence of the pious worshipers that God, the Redeemer, Himself, is there in person among them. He

would have been callous, indeed, who could have quite resisted the exalting surroundings. Not the villagers only, but all the voyageurs, and all the Indians who happened to be about the settlement were happy to obtain places that night within the sacred edifice. In the solitude of the swift-flowing Mississippi hard by, through the fast falling darkness of Christmas eve, many the mountaineer whose pirogue had already borne him hundreds of weary miles, and bethinking himself suddenly, as he neared the beloved village, of the joyous fete impending, a strange, new energy would reinfuse his limbs, his long sweeping strokes then lifting his trusty craft madly over and through the floating fragments of the fast forming ice —so fearful would he be of tardy arrival for the blessed mysteries of Midnight Mass. But the most animating day of all the year in this, our curious French village, was undoubtedly the jour-de-l'an, New Year's Day. This was the day for interchanging presents and for social visiting—the calls beginning in the morning, and among families generally before daylight. The jour-de-l'an did not entail a church fete—not an obligatory mass was celebrated in its honor. Strangely enough, however, there were certain ethical observances of the inhabitants, which, mingling with their light pleasures, inculcated most effectively the gentlest, sweetest precepts of our common Christianity. The jour-de-l'an was the day for restoring impaired friendships, for drawing closer the ties of family, for generous atonements, for good resolutions. But the bare enumeration of these pious attributes of the village New Year will hardly convey an idea of the perfect spirit with which they were fulfilled. An intimate hour within the sanctuary of a gentle Creole home will alone furnish the test of touching ingenuousness with which some of these self-imposed atonements were performed. Many years ago the writer hereof one evening occupied a place at a cheerful hearthstone, a circle of earnest listeners, French Creoles, whom a venerable lady, from her easy chair in the center, held by the heartstrings, while she told the village happenings of her youth. Her hair was white now and there were traces of furrows about her fair face, but her memory, even of minute details, remained wonderfully clear. She was a magnetic conversationalist, and as she turned occasionally from one to the other of the company, the vivacity of her glance and ready mobility of her features lent a life to the narrative impossible to reproduce. This is the dear lady's reminiscence of the first or family hour on the jour-de-l'an morning, as her story is imperfectly remembered after the lapse of so many long years: "On invitation of my brother, Monsieur Charles," began our chronicler, "I had passed the night at his house. Long before daylight the next morning his family were astir with preparations. When I awoke the servants had already been to wish a happy New Year to the master and mistress and to receive their etrennes (New Year gifts). I found Charles and his wife dressed and ready for the first call—of course, on our parents. But the children were still running about here and there for this thing and that, quite beside themselves with the excitement of the occasion. My brother's young family was an interesting one: himself in mid-manhood, his features bronzed somewhat by the frequent Indian excursions, and indicating with his resolute eye great force of character. His wife was a typical Creole, of sympathetic nature and tender ways. The half-developed young daughter, Finette, was comely and well-mannered and said to give promise, but the sweeter bud in this young family was Arthur, a boy of eight years, blue-eyed, with features of chiseled fineness and angelic expression. His mood was usually very cheerful, but this happy morning, for some unaccountable reason, a cloud constantly checked his light impulses. A great little grief evidently weighed upon him. 'And now are we all ready?' cried M. Charles. 'Where is Michele with his lantern?' A lad of intense black came forward. It was slippery Telemaque. 'Michele is not yet up, mon maitre, but I have the lantern here.' This digne fils d'Ulysse did not add how cautiously he had himself crept away from the snoring Michele that he might replace him as light-bearer. 'Come, let us be off,' said M. Charles. 'Telemaque, take the lead and be careful how you hold the light.' 'One moment, please, papa. I've forgotten grandpere,' and in another instant Arthur reappeared bearing under his arm a formidable pair of driving gloves, very soft otter furs, grandpere's etrennes. The family being assembled filed into the street, taking the narrow banquette or footpath for. Mons. St. Sauveur's, whose mansion, one of the largest in the village, stood around the corner about midway down the square. There

had been a heavy fall of snow in the night, but the track lying on the sheltered side afforded a dry footing. 'I'm afraid,' ventured little Finette, as the family began the ascent to the broad gallery, 'I'm afraid we may be a trifle early for grandpere.' 'Do not flatter yourself, mon enfant,' replied her father. 'Your grandpere, I don't doubt, has been about long before any of us were out of bed.' 'Pardon, mon maitre, there are other visitors in advance of you—look at this,' said Telemaque, lowering his lantern. A second light snow had covered the treads since their first sweeping, and this was plentifully tracked with fresh footsteps. A man servant at the door saluted them respectfully: 'Est-il venu quelq'un avant nous?' inquired Mons. Charles. 'Oui, Monsieur, votre frere, M. Isidore, et sa famille. Ouvrez!' and the family stood within the great hall, an apartment of palatial dimensions. Indeed, for while the bed rooms of the village builder were usually smaller than those of our day, the apartments of joint usage, such as the hall and dining-room were often much more spacious. The vast oblong salle of the St. Sauveur mansion was, moreover, singularly striking in its artful adaptations of the crude, scant resources of the times. There were no carpets on the deal floor. Carpets were then unknown. But instead there was a polish of wax so hard-wrought and lustrous that on this New Year morn the flames of the yawning chimney-place at the farther end, and the dotting lights of the bracketed wall sconces shone fitfully on the vast platform as if from a monster mirror. Nor were the walls papered. But their embellishments were even more attractive, for M. St. Sauveur had been an impassioned sportsman in his earlier manhood and the four sides of his noble hall were opulent with the rare trophies of his hunts—with robes of young buffaloes, singularly silken, enormous moose heads, bear, otter and beaver skins, and here and there in contrast with several valuable groupings of Indian war implements, a bird's nest clung cunningly, with its perching bird, to the wall space. A conversation, broken by occasional peals of laughter, had been going on among the company assembled about the distant fireplace, Mons. St. Sauveur, himself a tall, strong man of benign aspect, well on in the sixties, being the central figure. His gentle wife, so beloved by family and friends, and so revered by the grateful poor of the village, stood at his right, the venerable couple being surrounded by the gay young family of the elder son, Mons. Isidore. As the door opened the conversation ceased, and the circle opened. The newcomers had crossed the hall, and stopping before the parents, 'My father,' said Mons. Charles, 'we have come to wish you and my mother a very happy New Year, and to ask your blessings,'—on which words, uttered with profound gravity, he and his family knelt reverently before the parents. But Madame St. Sauveur quietly left her husband's side, and moving silently to the prostrate children, she also knelt modestly among them. The act was an inconsiderable one on her part, yet it revealed an impulse so significant of affectionate sympathy as to shed a new halo about the gentle ceremony. Mons. St. Sauveur, himself, seemed visibly moved, when advancing to the kneeling circle. 'Not to-day only, my dear children,' he said, 'but every day in the year, your mother and I have implored the divine mercy upon you—and in my soul I feel He has graciously heard us. You have been devoted children and staunch and loyal, I believe, in all your other relations. For your dear mother and me, I add, you have more than requited all the care we have given you. Follow the same path through this new year, my beloved ones, and with your parents, thank God every day for his continued favors to us all. To-day is visiting day,' he continued, 'and, as you well know, it is also the day of amendments and atonements. Call on your relations and friends, and if among them there be some whom you have unjustly offended, make the amend and make it freely. Do not, dear children, for the passing pain of the brief words, 'I was wrong—pardon me,' do not, I say, forego the happy opportunity of retrieving a precious friendship otherwise lost, perhaps, forever. Levez-vous mes enfants et venez nous embrasser.'" "I leave to your sympathetic young fancies," added the venerable raconteuse, turning her eyes on her earnest auditors, "to imagine the warm embraces and fond speeches which then followed. Meanwhile, Mons. St. Sauveur had scarcely finished his discourse, when young Belcour—a little Adonis in features and form—the son of Mons. Isidore, and about one year the senior of his cousin Arthur, his inseparable playmate up to the late rupture—Belcour, withdrawing his hand from his mother's, started for an unoccupied part of the hall, evi-

dently with a fixed purpose. He turned a moment, threw back an inquiring glance and stopped. Arthur perceived him and so soon as released by his grandfather, he followed, but with an uncertain gait and a troubled countenance, until Belcour, from the distance, thrust out his open hand, when the dear little fellow ran hurriedly, opened his arms wide and threw himself weeping upon his cousin's breast. Belcour, the stronger boy, shed no tears but he pressed and caressed his playmate with none the less emotion. This was reconciliation, my dear friends, the first young fruit of the grandfather's gentle homily. Then, the bridge being crossed, the reunited little friends passed their arms lovingly about each other and paced the floor back and forth, all to themselves, and, oh, the explanations that rained then, and how each generous little heart solemnly protested it was he and not his blameless cousin who had been at fault—what fault? Some little nothing, the size of a pin head, but reckoned very, very grave and great, indeed, by the sensitive little natures at the happening of their unwonted outfall. So they sauntered, their spirits clearing and their steps becoming bounding again from ineffable joy. With what sweet eagerness did the two pretty curly heads, inclined so fondly to each other, renew the mutual pledges of eternal friendship. At last they arrived at the open door of an adjoining room whose numerous lights shed a bright sheen on the great hall floor. This was la petite salle aux etrennes, the bazaar that day of New Years gifts whose tables and shelves were laden with a confusion of pretty and useful tokens. 'Stop here a moment,' said Belcour, and he darted into the bazaar. Presently he returned carrying an Indian bow in his hand. 'Here, take this,' said he, 'it is your etrenne from me.' Arthur looked with surprise. It was a rare piece, indeed, very powerful, although short enough to have found lodgment even under the noted Friar Tuck's cassock. The implement was composed, the inner part of horn, the outer of sinew. These arms were the most artful product of Sioux handicraft. The horns were of elk, boiled to softness to remove the antlers and straighten and dress the parent branch; the exterior sinews were amalgamated into a single roll, then welded in form and place to the antler by some process unknown now, but so deftly that after the whole had been seasoned anew it became impossible to trace the line of juncture between the two substances. So potent were these short bows of the Sioux that with skill on the part of the hunter their arrows were readily driven through the largest buffaloes. Arthur eyed the rare arm wistfully. He had long desired the possession of such a bow, but now he made no sign of accepting it. 'Oh,' he replied at last with an effort, 'some one has given it to you to keep—I can not.' 'Take it, I say,' repeated Belcour; 'I want you to. It will remind you of—of now.' 'No, no,' answered Arthur decisively, 'I shall not. But do you await me here,' and he in turn disappeared within the salle d'etrennes. He came back smiling and holding gaily aloft an exquisite pair of embroidered moccasins—wonderful in their minute designs of porcupine quills, stained moose hair and beads. 'Will you accept these from me?' he asked. 'Why, yes, surely,' answered Belcour. Arthur continued, 'They are the etrennes from papa; the bow, too, comes from your father, does it not?' 'Yes.' 'Well, how would it do to ask their sanction to our exchange? Yonder they stand together.' 'It would please them,' replied Belcour. The parents were conversing at the chimney side. Belcour stated the case. 'Why, by all means, my dear children,' said Mons. Charles. 'It is precisely the thing you ought to do under the circumstances.' Mons. Isidore nodded his consent good-humoredly—in fact, the two fathers had observed the ceremony of reconciliation from the distance and now thoroughly read the generous young impulses—and the boys started out with sweet, new confidences, pacing the clouds again. At that moment there was a confusion of voices at a side entrance of the hall. The door had opened and several house servants were crowded about it. Mlle. Finette hurried forward to ascertain the cause of disorder, and in another moment she brought word it was Cleopatre, who asked if she might still bring 'Papa Phillipe' to wish the Happy New Year, and receive the blessing. She had been unable, she declared, to arouse him at the earlier visit of the domestics. Cleopatre was the cook. Her old husband, Phillipe, formerly the hostler, now had charge of the lighter house chores. Both were untainted Africans, and both had grown grey in the service of the family, Phillipe being several years the senior of his master. 'Assuredly

yes.' said Mons. St. Sauveur, 'let them approach.' The aged negroes as they crossed the long hall were evidently bewildered by the ceremonious surroundings. When arrived before his master, Papa Phillipe—he was so called by the children and the servants—attempted the difficult feat of kneeling unassisted. 'No, no, do you stand, mon bonhomme,' said the master. 'Help him rise, Cleopatre. There, that is sufficient.' Phillipe lifted his head from its habitual stoop and regarding his master with a timid, yet trustful smile, 'My master,' he said, 'I wish you a Happy New Year,' then taking voice more freely, there was something pathetically earnest in his withered face as he added, 'good and happy, dear master, to you and my good mistress.' 'C'est bien, mon brave,' returned his master, 'you have been ever faithful to us, and careful of Cleopatre.' Then lifting his hands he added impressively, 'and may the Bon Dieu bless and preserve you, your good wife and your children. But you are growing old and feeble, too, my poor Phillipe. Have better care of your health. Do not work in the garden through rain and storm without hat or shoes as you have done heretofore. I forbid it. In truth, I would not give one day of my loyal Phillipe's life for all the beets, carrots and greens that grow. I want you to remain with me to the end.' Cleopatre had stood beside her husband, simpering dreamily while she picked the ends of her cotton headgear. But, oh, if you could have seen the look of pride with which she suddenly turned her eyes on him at these affectionate words of the master. As for Papa Phillipe, his heart beat like a hammer under his buckskin waistcoat. 'Oh, mon maitre, vous etes toujours si bon,' he exclaimed. 'Some of you give Phillipe his paquet d'etrennes,' called Mons. St. Sauveur. Arthur led the old couple to the enchanted bazaar. The first morning hour, given exclusively to the family, had passed, and the hall had been rapidly filling meantime with many new arrivals of relations, friends, invited strangers, mountaineers, notable Indians, and officers of the post troop. It was a motley and most brilliant assemblage, such as was only seldom seen then, and now never, for both customs and types of people have long passed away. 'Mons. Arthur, Mons. Arthur,' called Telemaque, who had had some trouble to find his young master, 'your father wants you. The family is going.' It so happened the party was then passing the little salle, just as Phillipe with his parcel under his arm, had turned for a last admiring glance over its bewildering contents and was exclaiming, 'Ma parole, c'est un vraie paradis.' 'Oui,' answered Cleopatre, 'et la famille sont des anges.' The family obtaining the banquette without, they followed it homeward again by the dubious light of the breaking dawn. Even in the semi-obscurity the more general street movement of jour-de-l'an had begun. As their own gate was reached a large spectral sleigh, with merry jingle of many bells, dashed past. 'Bon jour, mon oncle,' called a tiny voice from the indistinguishable mass of robes and furs. 'Bon jour, mon enfant,' replied M. Charles. 'Dont you know me? It is Celestine, god-father. A happy New Year to you.' But ere the second greetings could be returned the flying phantom had scudded round the corner." The aged narrator here ceased —her story was told. In conclusion it might be added briefly that the festivities of the village jour-de-l'an were always opened on the eve preceding with the serenades and dances of the grotesque guignolee. The open day itself, beginning after breakfast and continuing to nightfall, was passed in general social visiting, and the whole ended that night with a ball, lasting often to the dawn of the next day, in which all the villagers took part. But these features of the holiday have often been described by the chroniclers of the times. To dwell on them here would be mere repetition. The tender observance, however, of the first hour of jour-de-l'an—the secluded home hour reserved to the affectionate communion between parents and children, has always seemed to the writer the most touching of the many interesting customs belonging to the simple village times. Strange it is that the chatty chroniclers of French colonial life, while dwelling so diffusively on the noisy demonstrations of the eventful festival, did not at some time unfold to view this sweetest picture of its first morning hour. That day has long passed; the blessed hour and its pathetic attributes are in the main forgotten and lost. If the little narrative of our venerable raconteuse, therefore, has conveyed to the reader an appreciation of its harmonious, holy spirit, then its rehearsal here at second hand will not have proved, let us hope, altogether void of interest.

Water Supply.

Sixty or sixty-five years ago the spread of the settlement extended about one mile and a half along the Mississippi, by a width of, say, half a mile across and beyond the rock-faced river embankment, and the sloping terrace back of it. These were the outer lines and they enclosed all the houses, public places, gardens and multitudinous waste lots of the village. The whole, by comparison, might have been cleverly packed twice over, with room to spare, inside the area of the present Forest Park. Outside these narrow limits lay the farming common fields, traces of country roads, grouping small woods, and still further off, several isolated beginnings of farms. The village was thus a small one, if you will, but none the less lively of movement, and bewilderingly motley in the make-up of its mixed population of French, Americans, Spaniards, Indians and negro slaves. The Mackinaw boats were still in use for the remote Indian trade of the upper rivers, but the more expensive keel boats of the lower rivers, so indispensable a few years before, were diminishing in numbers. There were, instead, some twenty-five or thirty steamboats that had begun to absorb the river transportation and travel: and from the first the adaptable French village had become one of their most important ports. About that period the writer hereof one day counted as many as six steamboats moored at one and the same time to the wharf. In his soaring young imagination it looked to him as if all the world was converging towards St. Louis. Only a few years later he clambered over the hillocks and down the gulches of the unmade levee, through heaps of boxes, bales, crates, barrels, and what not of freight going and arriving, and his count then (of still larger steamboats) reached the gratifying total of one hundred and four! They hailed from all the navigable Western rivers. They were lashed two and three abreast, and the crowded crews were simultaneously taking on and discharging their mixed cargoes over and about one another as best they could. The undeveloped economies of the system had not yet devised the convenience of wharf dunnage, but as a makeshift, fuel cord wood was carried from the boats and spread on the bank: nor had the protective tarpaulin been invented yet against wet weather. In lieu of these there were Indian lodge tents of dressed skins kept in supply and when needed thrown over the levee stacks of perishable merchandise. In its resources and many of its methods the funny little village presented contrasts to the other outstarting settlements of the country quite as striking as did the personal characteristics of its varied population. A glance over the levee, and next, a mount up the hill through one of its craggy, devious cross streets, towards the stores of its main thoroughfare may convey an idea of some of these dissimilarities. For the present, let us stop at our first means of water supply. Taking an early morning start —the village is still asleep. There are eight or ten steamboats stringing along the embankment; nor have these yet awaked to the cares of the coming day. Only the faintest gray streaks are discernible on the horizon. The levee itself is enveloped in darkness now for the oil lights of the half dozen clumsy lamps have long flared out—a tacit signal, be it added, to the two well-regulated night watchmen themselves to depart in peace. Presently a strange sound is heard—a sliding and grinding, with clattering occasionally as if of horse hoofs from the rocky mouth of the near ravine, now Vine Street, and through the shadow a nondescript, flat-tailed object of huge rotundity crawls forth. It wriggles noisily in and out the worn street rut to the river, and with the impetus of the quickened slope flings itself into the water? What is it? But, halloo, here comes another—then again more from different directions, and behold, the last is making straight upon us. Be not alarmed, my untutored reader. These are only the pioneer water works of our model village—more precisely, they are the peripatetic bulating horse conduits of our system—the common reservoir of the inhabitants being the flowing river hard by. There are few springs hereabouts, and these few in outlying localities. There are fewer wells, by reason of the beds of impracticable limestone which underlie the soil. The sub-street mains for steam pumping came only some years later. Every house then depended, therefore, upon these for the daily water supply. Hence, in the early morning, when the river surface was at its freshest, the home carter (a slave usually) hitched up his sledge for the day's provisions. These sledges were constructed of two stout oak runners ribbed together by cross timbers and surmounted about their middle with a low

firm cradle, upon which rested the huge cask of sixty or one hundred gallons. The old job horse was led between the clumsy shafts, and the carter, with a capacious dipper dangling from the barrel, and a long-lashed whip in his hand, started whistling for the day's supply from the river. There were no mechanical filters at that day. The water as taken from the river was quite as murky as now. Yet many inhabitants had the clearest crystal drink at their tables. What was the process of filtration? Let us follow one of the replenished casks back home. The carter has made a long detour for an easier ascent to the terraced level, and passing at last through a deep garden and into a less back yard, he drives his sledge to the edge of the high house porch, in the shade of which there stands another great barrel, or an enormous earthen jar, big-bellied, big-mouthed, and glazed interiorly. Even these cumbrous earthen vessels, by the way, were of European importation, being transshipped to the village, generally by way of New Orleans. The barrels, or jars, were replenished from the sledge, when at last there appeared the kitchen chemist, the negress cook, with a handful of bran, or a less measure of mustard seed, or a cup of almonds, or even some white of eggs, any one of which well stirred into the vessel, there resulted a supply of clear, tasteless, wholesome water. Some used alum, but these were only the ignorant or reckless. The old negro cooks of that day all knew the pernicious effects of this acrid salt, so they avoided it. Not a few preferred, however, to use the water in its virgin murkiness on the theory that since the Missouri was born from the multitudinous pebbly, pure springs and rivulets of the Rocky Mountains, in the after sifting of its rushing waters through twenty-seven or twenty-eight hundred miles of shifting sand bars there could be little chance, they reasoned, for the introduction or survival of either animal or vegetable germs, big or little. The microscopist had not yet spread his fecund microbe all through nature. Craving thirst was quenched from the river without scruple, and, most probably, without harm. The waters of the Mississippi and the Missouri turn into the same bed at a point near Alton, but each follows its course separately even many miles below St. Louis. The appearance of the two broad streams rushing side by side, as if a dividing wall lay beneath, the one body clear and transparent as crystal, the other, troubled and mud-colored to opacity, is extremely curious. But far more singular are the other attributes of matter and nature popularly given to either, namely, the taint and abundant vegetable and animal germs to the clear Mississippi, while for the murky Missouri water measurable freedom from both, and measurable wholesomeness. What provision, it might be asked, did the early settlers make of ice for mid-summer? The means of saving it were confined to the very few. There were some ice houses, however. These were not double-walled, overground structures like those of a later day. They were excavations in the ground, of dimensions usually about fifteen square, with walls and bottom heavily planked, and having a stationary pump and pipe at the lower end to avoid the accumulating water. The ice was taken mostly from Chouteau's pond—then a large basin of crystal water, free, in those days, from all tainting factories or habitations. The only indication of human industry at that period about the beautiful lake was the harmless, picturesque flour mill, with its water wheel below the dam. The hard ice from this source was of the purest and most wholesome. But how about the water supply at that time for the laundry? There were a few cisterns but hardly enough to count. The common laundry lay in the suburb at the rear of the old stone mill (this might be located now about Ninth and Poplar streets), where the pent-up waters of Chouteau's pond, breaking over the mossy dam, follow the deep ravine, in the sunlight and alternate shade of the soaring sycamores. The brook is rocky and the water swift and foamy, save when at rest within the few coves and occasional widenings. It loses itself far below in the broad Mississippi. Do you need a guide? Follow the stout, yellow wench across the street. Stout, indeed, she is—broad-backed, big-breasted, her nude arms as muscular as an athlete's, and notwithstanding the great bed-tick full of family washing on her head, she moves with wonderful elasticity, and her progress is not void of grace. Nanna's short skirt and bare feet mean work, the dangling bright ends of the bandana at each cheek set off a good, honest face, and pair of lustrous eyes. Do not waste any sentiment on the hardship of her burden. The brown coquette is proud of it. She sees from

the corner of her eye how the perfect ease of her carriage under the cumbrous poise is admired, and she leaves the beaten path more than once to skip briskly as a *tour de force* over the impeding rockpiles. Besides, this is Monday, and the creek washing on Mondays is always a picnic. She will meet her friends. Many a pleasant word is thrown at Nanna as she stalks lithely past the store doors, and never once does Nanna fail of the laughing rejoinder. But woe the blundering boy who ventures chaff. For him she has a tongue far more stinging than his schoolmaster's rod. There is a cart in advance drawn by a bony mustang pony. It carries the washtub, kettle, pounding paddle (for the scrubbing board had not yet been invented), and a rude wooden bench for the beating. Often at the creek a flat rock replaced the bench, and the pounding paddle did the rest. The outgoing cartload was completed with Nanna's pickaninny, and a half-dozen others belonging to the neighbors. The cart might well also have carried the loaded tick, but then Nanna would have lost the better part of her own parade. In the ravine below the mill some fifteen or more of such stout, free-going house-workers are strung along the shore scrubbing, pounding, rinsing, drying. Meantime the pocket lunch is going on all day, as do the chatting, singing, shouting, and not all the uproar of the vast Chouteau lake, if broken loose over its fallen dam, could have drowned the clamorous peals of laughter that burst out now and then from those frolicky washtubs. Sometimes, however, there was an uncommon tumult in the ravine. It started from the pond fish, small schools of which being washed over the slippery dam, would be dashed lifeless against the rocks below, whence they floated down in sight of the washtubs. This, of course, fired the pickaninnies, who would fling themselves into the water pell-mell, after the prey, and then there were gaspings and gurglings, sometimes convulsive bobbings of heads under the surface—with affrighted mammies to the rescue, and the brats were seized now by the seat of the breeches, now by the head; but in whatever manner clutched, the dripping bundle of live rags would be so carried to the line of tubs, when, as if by preconcerted understanding, every maternal knee would be bended, and then would fall the irate paddle, harder than before, albeit on cushions naturally more responsive than the bench boards and flat rocks used in the regular service. The wildest music filled the valley then, but through it all the Spartan imps could be sometimes seen feeling the folds of their dripping shirt fronts for the captured fish. The lesson ended, the wriggling fisher boy would slip down the maternal leg, and peace and hilarity would once more reign supreme in the happy valley. These old-time, brawny workers had not yet discovered the hardships of industry. The apostles of labor had not visited the village, and people remained content and happy because they did not know any better. The return home is a sort of triumphal procession; the carts leading, embellished now with great pyramids of rumpled white linen in front and piles of sleeping pickaninnies—grouped statues of unconscious ebony—at the tail boards. The women follow, chatting and laughing, in the rear. "Tired?" you ask. Bless you! not a bit of it. It was one of the most exhilarating washings of the season. And this, proud patrons of the modern steam laundry, is where and how your ancestors had their linen washed.

The French Pioneers.

St. Louis having in its origin been settled by a French trading post, with a parentage of Canadians from the North, and of immigrant and Creole French from the South, the question is sometimes asked, "What has become of these French first colonists, and their descendants?" The problem lies in a nutshell and is quickly solved. There were not many French pioneers. They had come and they remained a mere handful. Laclede had scarcely a hundred companions with him, and even thirty years after his era the village numbered barely seven hundred inhabitants, while later still, in 1803, at the cession to the United States, there were still scant twelve hundred, of whom one-fourth or more were English-speaking Americans, or Spaniards, Mexicans, negroes, etc. So late again as thirty years following, being after the popular irruption from Kentucky, Virginia, Tennessee, etc., had fairly set in (within the first recollections of the writer hereof), the place was grown only to country town proportions of about six or seven thousand people. The English (the long the official) language, had for years already been dominant in the streets, stores and public places. It is fair to reckon the surviving French colonists of that day with their American-born progeny, men, women and

children, at say two thousand or two thousand five hundred inhabitants, the rest being the popular avalanche from Eastern States, with some first accretions from Europe. Of the French Canadians, who came in great numbers, allured by the promises of the Indian trade, nearly all the men, after engaging with the fur companies, were sent at once to the distant posts of the far West and North. The frequent St. Louis French names that still survive in those regions, record these first arrivals. Very few of these adventurers ever came back to St. Louis as residents. There were, of course, arrivals from France occasionally, but never in great emigrant bands like those from Ireland, Germany and other parts of Europe. There were, in the later colonial days, ever-increasing intermarriages with the English-speaking newcomers, whereby the French origin of the wives—progenitors of numerous families of the present time—became merged and lost. In despite of all, however, an abundant proportion of Gallic names still survive from the meagre old colony roll, and it is quoted to the credit of the race that these still exercise so distinct an influence through the foreign multitudes that now surround them —the engulfing popular vortex, it may well be called, estimated now at seven hundred thousands—heterogeneous contenders for homes and fortunes, mixed in nationalities, many-tongued, many-sected, strangers drifted together from the four quarters of the earth. So is briefly answered the question, what has become of the pioneer French element. The colonials are outnumbered, by no means extinguished. But another question should be asked and answered of the Gallic forefathers. What was the mission proposed by these hardy adventurers, and how did they fulfill it? The French came hither, primarily, to establish an Indian trade; secondarily, to found a town which would grow and last. Their double mission they more than accomplished. The Indian traffic they established and plied for many years with the energy and on a scale to excite unceasing wonder in the commercial world—notably in the controlling cities of New York, London and Paris. Nor was there any check to this extraordinary commerce of the little French outpost until the hunters and trappers, Indian and white, sent out yearly by its merchants, had measurably exhausted forest and prairie of their valuable game. To this drastic finish, their Indian trade. Their town site the Frenchmen had located with rare judgment and prescience. To be sure, they had tramped far into the wilderness for it. But after the perils and hardships of a first possession amid wild animals and barbarous natives, there came then some well-earned years of phenomenal prosperity, and then at last prevailed the overwhelming American influx from the States, with all the changes of the spreading modern national commerce. Both French and American pioneers, it should be remarked in conclusion, acquitted themselves thoroughly of the tasks they had severally assumed—the one in creating and resolutely prosecuting a perilous, profitable and surely a civilizing trade enterprise through all obstacles, and even to its ultimate possibilities; the other, when the Indian traffic had been exhausted, in turning the energies and opportunities of the place and population to other different fields, and leading, by new methods, along the broader paths of illimitable modern progress. How well both sets of progenitors enacted their parts as town builders their descendants of the present time are reminded by the familiar sights and sounds of thrifty industries and luxurious wealth which greet them daily on every thoroughfare of their splendid metropolis.

The Aftermath.

As late as ten years after the Louisiana purchase, Laclede's St. Louis community counted only sixteen or eighteen hundred souls. In the latter part of the same decade there began more frequent accessions, whence, about the middle of the thirties, and ever onward, the little town was kept in a ferment by the arrivals of strangers almost daily. They seemed to pour in from every direction. Some in united companies, some singly. Thus, as an instance of the latter: A horseman, on a summer day, may attain the bank of the river; a young man, it is evident. He is travel-stained from long exposure, but appears unwearied and wide-awake. He is unincumbered by luggage, except for the twin leathern bags at his saddle. A black man, however, also mounted, and burdened with more bulky wraps and rolls, follows at a respectful interval. Master and man cross by the first ferry, and, passing up the principal street, dismount at the bustling tavern. The stranger has come all the way from Virginia. He may be an outsetting merchant, the more; or a lawyer, or as likely a doc-

tor; in any event, mine host of the overflowing little tavern, who has long become adept in the characters and plans of his patrons, welcomes him heartily as another new citizen. The stranger has, in fact, come to abide and grow up with the place. There were constantly such single arrivals of adventurous young men at new St. Louis. The Wiggins Ferry was then a remarkably busy agent at the river. Its transfer boats had been multiplied, enlarged, and their primitive horse power substituted by steam. For all that, however, on stirring days the captain had often to raise a halting shout against reckless wagoners, who kept breaking away from the tarrying caravan of the upper bank, and came obstinately with their unwieldy vans, bumping and floundering down the steep incline for yet another last place on the overcrowded deck. In the hegiras from the farming districts of the then Western States, the mover's party was restricted often to his sole household, and again sometimes he was joined by a family of the neighborhood, the two employing the one wagon, commonly a capacious covered van, the precursor in construction to the "prairie schooner" of the later California trails. The van was preceded in the marches of the long journey by the head of the troop on horseback, if his slender means afforded the saddle horse; if not, then he went sturdily afoot with a hickory stick or his old rifle for company. But the rage for new homes in abounding Missouri sometimes affected entire communities, and more than one old neighborhood of well-to-do farmers was measureably depopulated by the prevailing feverish movement. For such large parties of better provided farmers, however, there had always been previous preparations, going on for months perhaps. The Missouri locations had been secured, often the houses for the new homes already built; the old farms sold, as also the surplus cattle and various belongings not worth the transportation. For mutual convenience and pleasure these neighborhood troops journeyed in company. On the eventful morning of departure the wagons file to their designated places in the road; there may be eight or ten of them; capacious, strong vans they are, having high vaulted roofs, covered like the sides with heavy canvas, impervious to rain, and lighted and aired by the oval lookout afront and the rolling curtain behind. They carry the household goods, occasionally some farming implements, with places for the ser-ant women and their children, all black. There is one van, too, arranged with great care for the young white people. The one or two family carriages now arriving take pre-cedence of the vans. These light vehicles may be time worn somewhat, but none the less are the stylish turnouts of the district (the girls refer to them always as "our Phila-delphia dearborn"), narrow, well-stilted affairs, and attained by a scant iron staircase of Dutch ingenuity, which, between uses, folds within the door. They are occupied by the placid mothers and happy daughters. The cav-alcade in the lead is made up of fathers and elder sons, skillful horsemen all, experienced woodmen, and, above all, thorough farmers. Along the train and in larger numbers follow-ing it, in care of the driven cattle, reserved from the late sales of the home herds, are a band of negro men, the field workers of the white movers. They are a hale, lively crew and are to travel afoot the greater part of the journey, but this is quite by preference of the noisy companionships, for to this tramper is the privilege to climb into the last vans for a lift as long and as often as he likes. Many southern counties of Indiana and Illinois at that time, and even frequent extensive fore-tracts in Indiana, were as yet barely opened; hence, it is easy to conceive the excitement occasioned in the scarce farm houses, and the still more isolated cabins of the roadside, by the appearance of so unusual and imposing a caravan. The entire household was sure to flock out; the demure female portion, to ob-serve, musingly, from the open doorways, the boys scampering for a straddle of the old rail fence, and even the failing grandsire hob-bling to the gate for a few friendly words with the passing horsemen, and a parting "good luck." As the caravan disappears in the dis-tant bend of the road, and the old woodsman turns thoughtfully back to his cabin, a lad trotting at his side. "Grandpa," inquires the boy, "whar is Missouri?" Over thar, yon-der a bit, I reckon," is the vague reply, with an arm carelessly tossed in the direction of the retreating movers. The old man does not mention to the heedless boy (still less does he avow to his aged life partner within) his hard struggle at that very moment to repress the disturbing thought of his heart, how keen he would himself like to turn his back on the irksome cabin, and with his family, join

brave an expedition to the new land of promise. The Wiggins Ferry has crossed the movers' train, and here, ordinarily, more than two-thirds the journey is finished. There is no parade through the town, but all the windows open and all the doors fill on the street as the train takes to the near western suburb. The outdoor tumult is natural. With the cavalcade in the lead, and the troop of driven cattle at the rear, the long line of great, round-backed vans might have passed for a menagerie of resurrected mammoths. "Where you bound for?" is the question often called from the animated sidewalks. The procession directs its course straight to Camp Spring, a noted spot of the near vicinity, where all such mover's trains repose a day or two and whence from the town stores, the depleted supplies are replenished for the remaining travel. It may as well be said, incidentally, that this famous oasis of the suburb had been a favorite camping ground of the visiting Indians in the French pioneer times; also for many years used as a picnic ground by the townspeople, while at this day, after the long lapse, the old spring, pure and copious as on the day of its discovery, boils up from the bottom of a cellar in the midst of a crowded business quarter (the intersection of Pine and Twentieth Streets), serving the large cider and vinegar factory of Messrs. Clark & Co., overhead, and by means of subterranean conduits it supplies occasionally the more thirsty public natatorium and other distant establishments. The outflow from the issue is said to be four to five thousand gallons per hour. What a story of contrasting retrospects might not the faithful old spring relate were its eternal gurglings turned by some magic of its underground naiad into human utterances! The progress of these early time trains need be followed no further. After the stoppage at Camp Spring the movers deviate variously, without striking incidents or interruptions usually, to their destined settlements of the interior or the upper river counties — sometimes to Pike, or Ralls, or Lewis County; sometimes more directly west to Buchanan, Jackson, etc., or, in later days, with an intermingling foreign element, to Perry, Ste. Genevieve, Cape Girardeau, or other counties of the same direction. But meantime the steamboats were beginning to fill the navigable rivers of the West and to absorb all transportation. Not many years had passed ere the long overland trains and their grand old vans had been quite set aside. Almost simultaneously with the steamboats there was also let loose the stream of European immigration, whence the peasants, mixed laborers, poured in frequent large hordes toward the valley of the Mississippi. Not the provincial field workers only, but from the cities merchants, professional men, artisans, and honest, earnest adventurers swelled the hegira; among them men of distinguished ability who readily filled their proper places in the new American life. At the beginning of the thirties the population of St. Louis was but little over 5,000. Five years after it had attained 8,000, and again in five years more, 16,500. The foreign emigrants had begun to arrive by shiploads. Those landing in Philadelphia, Baltimore, New York were being passed under contract over the Alleghenies to Wheeling, where the journey was continued by boat to St. Louis. The first arrivals in crowds were generally of the working agricultural class, people of small means with whom close economy became a necessity of travel. The contracts of the agents engaged their river (and perhaps the entire States) transit at freight rates, which explains the heavy scales so often rolled out on the Wheeling wharf. The newcomer, somewhat bewildered it may be assumed, was placed on the scale, his weight duly noted, and a ticket given him on which he was admitted to a place in the lower deck of the outgoing steamboat—all at so much per his registered hundred weight. In the latter part of the year 1848 the pest of cholera had appeared sporadically in various Southern and Western cities, but in the spring of the year following it broke out as an epidemic and raged for several months with unsparing malignity, particularly in New Orleans, where the ill-fed steerage emigrants were landing by the hundreds from the trying, tedious seavoyages of six or eight weeks, for there were few ocean steamers then, and the transit had to be made in slow-going sail hulks. The privations of the hard passage prepared the pilgrims illy, at that burning season, for the deadly temptations of oranges, melons, bananas, and other tropical fruit, often unripe and overripe, which lined the streets from the ship to the river boat, nor was their danger lessened on the overcrowded new decks, by the free use of the unaccustomed tepid river water. It was the practice of many boat captains, during the prevalence of the pest, at

every departure from St. Louis to carry a large supply of calomel, and of a popular compound called "bene plant." These antidotes, so believed, were administered the sick of the voyage, ordinarily by one of the boat clerks called "doctor" for the time, and whose idea of treatment tended generally to the giving of frightfully heroic doses, with pretty sure results of one kind or the other. A supply of pine planks was also carried to be used for coffins on the way. There were frequently from three to five hundred of these unfortunates huddled together on the obscure uncanny lower deck, and the grewsome sawing and hammering of the carpenter, with his one or two helps, began ordinarily only a few hours after the steamer cast loose from the New Orleans anchorage. The dead were buried all along the river shores. At first the filled coffins would be kept to the nearest wood yard; three or four of the deck passengers, friends likely of the victim, be detailed to dig the shallow graves, while the boat hands were loading the new fuel.

But this met early and violent opposition from the wood dealers, who naturally feared contagion, and it had to be stopped; thenceforth the hasty burials took place on the first uninhabited shores, the last process in the sorrowful service being always the planting of a plain, unmarked board to represent the headstone. The emigrants themselves would not permit the bodies to remain among them to the journey's end at St. Louis, justly fearing the more rapid spread therefrom of the fatal disease. There were often from twenty to thirty deaths among these emigrant deckers on the up trip from New Orleans, and probably as many or more carrying the pest germs who succumbed after the landing in St. Louis. The city supplied the poor gratis during those dreadful months, with plain, wooden coffins and the time of the city register was largely taken in issuing permits for them. The business entailed no ceremony whatever. Ordinarily a friend or relative of the deceased made application for the long box, which he, when received, shouldered without ado and carried to his house of mourning. Where were the dead carts and the undertakers meantime? Busy everywhere, burying the older citizens. Notwithstanding the terrors of this devastating pestilence, thoroughly known abroad as at home, the European hegira (principally the Irish and German) continually increased. To it is due much of the rapid accretions to St. Louis during the deadly months.

From something over 16,000 in 1840 the census recorded a population of 74,000 in 1850, in 1860, 161,000, and in 1890 of 460,000. In the year 1890, indeed, going back some years earlier, there was a general building furore, which, coupled with other outstanding progresses, indicated an uncommon acceleration of population. Before this time it had seemed hazardous and unwise to locate either homes or business west of Grand Avenue, the then city limit line. But now the pressure of people and local commerce no longer restrainable, broke down the barrier at last, and at this day the most attractive residence thoroughfares of the city lie west of Grand Avenue. Not there alone, but through every part of the metropolis there have been new buildings erected in numbers sufficient of themselves to make fair-sized new cities, and this almost every year of the latter day prosperity. A suggestive and extremely gratifying feature of this expansion is that all the new houses are taken so soon as completed, and all the old are refilled apace. At this time (the fall of 1898) the experts unite in estimating the present resident population of St. Louis at 650,000 to 700,000. When will the figure attain the million mark? Cautiously speaking, in the early future, no doubt.

An Incident in the Trial of the Montesquieus.

On an afternoon in September, 1849, there arrived in St. Louis two young Frenchmen, scions of the ancient and noble family de Montesquieu, namely, Raymond, who might have attained his twenty-first or second year, and Gonsalve, probably two years his senior. In person the younger man was below medium height and well knit. His frank, pleasant features seemed to indicate a happy temperament. The elder brother, Gonsalve, was tall and rather stout, of a mien habitually grave and taciturn, sometimes sullen, he had begun to manifest tokens of an inherited insanity.

The travelers had come direct from Chicago in an ambulance. They had servants, dogs, fowling pieces; in short, they were thoroughly provided for a protracted sporting excursion through the plains and mountains of the far West. The brothers knew nobody in St. Louis, but took lodgings at Barnum's City Hotel, where, after having seen to the care of their servants and belongings, they went

themselves assigned a bedroom upon an upper floor, whose doors and windows opened, like those of several similar apartments, on a common covered gallery. An hour or so after nightfall Gonsalve seized a shotgun, unperceived by his brother, and, stepping rapidly out to the gallery, he approached an opposite window, making a noise against it. There were five young men within, one of whom pushed aside the curtain. Meantime Raymond had missed his brother, and, attaining the gallery, he rushed upon him, but too late. The madman had already fired twice with terrible effect, killing one of the inmates outright, mortally wounding another, beside inflicting slight injuries on their three companions. The horrified Raymond dragged his brother back into their room.

The news of the dreadful tragedy spread through the city like wildfire and caused intense excitement, the more, indeed, that the unfortunate victims were both so generally known and so esteemed. The causelessness of the cruel killing, with all its other aggravating attributes, evoked the spirit of immediate retribution in kind, and preparations were started among the more violent of the street masses for a double lynching. But the energetic action of the law authorities prevented this second tragedy. The police arrested and imprisoned the brothers, whose trial (both having, in the regular process, been indicted for murder) took place some weeks later. The court room all through the trial was crowded as never before, the lookers-on being largely the prominent townspeople of both sexes. There were many lawyers retained on both sides. Those best recalled now are the eminent and eloquent Judge Edward Bates, the chief counsel for the defense, and his junior co-counsel being the judge's young personal friend, Mr. Charles Gibson, whose ability at this outsetting period presaged so truly the remarkable successes of his subsequent long career. The fact was soon established at the investigation that the two fatal shots of the massacre had come from one gun, fired by one person only. The evident dementia of the elder brother, too, was tacitly conceded. But the grand jury impeachment stood equally against the younger, and as the two had been found standing together, on the general rush of the household to the obscure balcony, there was considerable hesitation and uncertainty among the witnesses regarding their identities respectively. One of the eyewitnesses, however, who averred he had been present almost from the beginning of the slaughter, was both clear and emphatic in denouncing Raymond as the homicide who held the gun. He was a young doctor, a stranger from the East, intelligent, well-educated, knowing no one of all the parties, and evidently intent on giving unprejudiced testimony. There was yet another terrible deposition against the hapless Raymond. It came from one of the very victims, who, in his ante-mortem statement, declared that he, Raymond, and no other, had discharged the murderous gun. The fact, however, that the dying deponent had looked from a well-lighted room while his assailant had stood partially concealed in darkness, supplied an incidental material point for the defense. The physician's positive testimony augured probably the worst of all for Raymond. The above has been related as a preface only to the brief cross-examination, which inquiry, with the dramatic incident that terminated it, the reader could hardly appreciate fully, without some previous knowledge of the personages and main facts in the tragedy. The direct testimony of the physician was closed. It had been minute, full, and had dealt the unfortunate Raymond a blow seemingly irremediable. Mr. Bates at once opened the cross-examination: Question. "Doctor, you say that this young gentleman (motioning to the accused Raymond, who sat at his table) held the gun and fired the fatal shots—but the porch was very dark. How did you distinguish him from his brother?" Answer. "I stood from them probably not as far as I now sit from you. The light from the window shone direct on them. I saw both the men distinctly." Question. "But they are brothers, their faces are covered with beards fashioned the same. Their features, where visible, are not unlike, so even their complexion in the shadowy lamplight. Are there, or were there, any distinguishing marks upon the brothers respectively to make you so emphatic in this incriminating evidence, which, may God forbid it, condemns an innocent man to death?" Answer. "I know the accused Raymond first by his face and features. Then he wore an unforgetable garment which I noticed particularly." Question. "What was the garment? Describe it fully, if you can." An-

swer. "Oh, yes, I can very well. He was enveloped in a sort of morning gown of grey-blue material, buttoned well up to the throat. The buttons, I observed, were uncommonly large and, I think, cloth-covered. The gown evidently had been tailor-made—it fitted him snugly and well at every part." The old attorney could well be sarcastic and bitter if the occasion called for it, and there followed the question: "Now, doctor, you look to me like a man of good, gentle nature, who might, and doubtless would, go considerably out of your way to do a needed kindness. Evidently, too, you are a well-informed, intelligent man. Such being the case, will you please explain to the jury how it happens that in all this appalling catastrophe, when the blood of innocent men was being shed so cruelly about you, and the unwary souls sent unshriven to be judged by their maker—how could you, amid the overwhelming horrors of such a drama, occupy yourself with the study of a coat—its fit and cut—with the very size of the buttons that held it together?" Answer. "Well, I don't know. I was surely horrified by the murders, but the garment was an uncommon one and it made a strong impression, I suppose." Question. "Very good—it served you as a mark of identification. The coat, you observed, Raymond had fastened up to his throat, now how far down did it fall?" Answer. "Some inches below his knees." Question. "Doctor, you seem to me overly precise. Now, did it not entirely cover his legs?" Answer. "No, of that I am sure—it might have passed the knees three or four inches—no more." Question. "Would you know the coat if you saw it again?" Answer. "Most assuredly." Here the lawyer stooped; he lifted a parcel from the floor, and rising, stated to the court that when the two brothers had been arrested the city marshal had seized all the effects about their room and this morning only, he, the attorney, had obtained the object he held in his hand for use now. He then proceeded to open the parcel and brought out to view a gown such as the witness had described. "Doctor," said the attorney, "do you recognize this garment?" The doctor: "I do, indeed—it is the same worn by the accused at the killing that night." The attorney: "If the court please, I will have my client try on the gown. This will likely be my sole argument on witness' deposition." Raymond arose briskly and stepped to an open space whence he could be seen from all parts of the room—a slight flush was observed on his cheek and an almost imperceptible smile. He slipped on the gown. It might have been his grandfather's overall. It hung on him like a loose sack, and its folds fell to the floor. It was Gonsalve's robe, the same he had worn the night of the tragedy. A murmur ran through the large audience. The exclamations of surprise came from every direction—the witness himself appeared amazed; even the serene judge on the bench could not repress an audible ejaculation. The pause was only momentary. "Doctor," exclaimed the advocate in a stern, loud voice, "was this the man who wore the gown that night—was he who fired the shots?" The witness (somewhat discomposed, but not without a retention of dignity). "I am as much astounded, at least as you are. I thought I had seen clearly that night—but this new evidence—I may have been mistaken. Probably I was." The attorney: "Thank you, doctor, that is all. You may leave the stand now." Then turning to the judge, he added: "We rest out cause here, your honor." The doctor's testimony had been the strongest plea yet adduced in Raymond's favor. The Montesquieus had had two trials but no unanimous verdict of the jury had been attained in either. Finally, to terminate the vexatious and now purposeless prosecution (the innocence of the one brother and the entire insanity of the other having been fully established), the then State Governor, Austin King, accorded them a full pardon, on which they were set at liberty and shortly after returned to France. The hapless young men had not been without some friends in St. Louis. A distinguished Creole family had stood nobly by them through their tribulations, the protection of the generous strangers affording ineffable consolation, as may well be imagined to the grief-stricken mother and family at home. What, it may be asked in conclusion, finally became of the unfortunate brothers? A year or so after his sinister American experience, Raymond figured as an attache to the French embassy at the court of Madrid. But his happier career was cut short by his death which occurred within a few years following this service. Gonsalve was placed at once, on his return to Paris, in an insane asylum, where he passed the remainder of his long life. He died about the year 1896.

The Missouri River.

In the State of Montana, on the railroad going from Livingstone to the Mammoth Hot Springs, the train for a while rattles over a level terrace of ample width which skirts the undulating mountains like a basin, fitting close their sinuosities, and on the outer brink from the elevation of probably thirty or forty feet above the flat lowlands which stretch beyond, terminating in a straight, sheer wall, part rock, part earth, down to its foundation. The low plain, extending beyond the scope of vision, is covered with a coarse grass and sparse stunted shrubs. Within a moderate distance from the terrace a small river or creek traverses the bottom, but its flowing water is seen only seldom from the moving train, by reason of the hedge of low willows that fringes it at either side. It is revealed by rare glimpses, however, rushing and breaking madly over the pebbles and boulders, which gorge its bed. Sometimes great columns of the white spray are thrown high in the air over the line of willows, and again, the passengers are moved to exclaim in admiration of the large crystal cupola which is suddenly projected high above the willows, its transparent branches and globules glittering in the sunlight like diamonds through the light veil of mist which the impetuous torrent has also flung around and over it. The splendid apparition of fairy-like traceries is a joy of a second only, and is lost again within the lining shrubbery. This rushing little river was a peaceful brook a while ago, and before that, a spring called Gallatin Spring. It is gathering volume as it goes, and its course is northward, far north, for the fulfillment of a distinct and most important mission. Within the space of an hundred miles, more or less, there are two more such mountain sources, called the Jefferson and the Madison Springs, both, like the Gallatin, swelling in size at every stage of their hurried journey. These three mountain torrents have long been known to pioneer hunters and to the geographers. They are the headwaters of the father of navigable rivers —the great Missouri. The three little rivers unite in Montana, and having then become a wide-spread, formidable stream, its course turns northeast, when after a run of about two hundred miles more, the united rivers, now a single but riotous and vast current, attain the chasm of the noted falls and dash over their first rocky ledge. The great falls of the Missouri cover a length of eighteen miles. They consist of a succession, between the high banks, of many cliffs and cascades varying in height from five to thirty or thirty-five feet, the highest cascade being eighty-four feet. From the topmost to the last of the shelving crags the descent is nearly four hundred feet. There are numerous planes within the space, but of different gradations, and nearly all sloping outward, in manner that a new and greater impetus is constantly imparted to the fleeing torrent. The tumultuous outpouring becomes terrific at the base, and captains of steamboats are always extremely wary of its near approach. They treat Fort Benton, twenty-five miles below the lowest ledge, as the beginning of navigation. The first view of this masterpiece in nature is veritably startling. The multiform cataracts and cascades, the currents that roll and swirl and tumble, and the rocky hindrances that break the surface of every plane; the many banks of boiling foam and still more numerous clouds of luminous mist which rise from every direction, and through all, the deafening sounds that fill the air, blended sounds that spread in tones of thunder through many miles of the surroundings—but all these violent disorders of the watery element, after the shock of a first surprise, become fascinating, and day after day, the visitor may return with interest undiminished, to contemplate the grand and grotesque plays of the peerless cataract. About the month of May and June, when the melting snows of the mountains fill the many affluents of the Missouri, the great falls lose their more minute and graceful forms, but they gain in the grandeur of the tidal wave which overwhelms the long descent. Such, in a brief, incomplete way, is an account of the sources and outsetting cataract of the Missouri River, but these are by no means the only, nor the least distinctive characteristics of this great water way. Nearly all the long bed of the Missouri River, from the falls to the outlet at the Mississippi, is composed of sand, quicksand and rock. The waters are abundant, not only from the enormous inpouring at the fountain head, but from the discharges of the Big Muddy, the Yellowstone, the Platte, and such considerable affluents; yet, for all this, the river is difficult of navigation by reason of the changing and treacherous nature of its bed. For example: There may be an island in the middle of the river on the up-going of the boat,

or there may be a shoal of great length covering a large part of the flowing stream. These will possibly have entirely disappeared when the boat returns. Then a bar may be found impeding the channel and extending from shore to shore. The proceeding of the pilot at the wheel in this latter case ordinarily is to send out a yawl to make soundings. If the bar is found inconsiderable, all steam is crowded on and the boat plows her way through. If, however, the accumulated sand is so high and settled as to offer stout resistance, then the spars are cast out on either side, the accessory steam capstan is started and the heavy craft simply gouges her way through. No steamer travels at night on the upper Missouri. The government sets no lights. In the day there are no stakes or marks of any kind to guide the pilot, because the shifting sands and rapidly changing channels make all such stationary signals of no avail within a day, or a few days at most. Then how does the pilot find his course? By closely and constantly studying the surface of the water. The clearing of color imparted by the deeper channel—a change imperceptible to the unaccustomed passengers, is a guiding indication to the experienced pilot, whether in sunshine or in the haze of bad weather. The rocks in the bed of the river are not numerous, but might be dangerous obstructions, were it not for their fixedness familiarly known to the pilots. They are the only material in the river bed that is not changing. The name of Mississippi applied to that river from St. Paul to the balize is claimed to be a misnomer—and apparently correctly so. There are these comparisons to be instituted. The length of the Missouri River from St. Louis to the mouth of the Yellowstone is 2,250 miles, and from the Yellowstone to the Falls, 700 miles—in all, say 3,000 miles. By way of easy illustration: If the long line of the Missouri River (with its misnamed southerly section to the gulf) extended east and west it would divide the Continent in twain, reaching from New York to San Francisco—possibly some miles farther in the Pacific. Taking all its useful and dominating attributes into consideration, the Missouri is the great river of the world. The length of the Mississippi proper, meaning the continuous navigable part of the river from St. Paul to the junction of the Missouri River is seven hundred and fifty, perhaps eight hundred, miles. There are said to be navigable portions of the river above St. Paul, but these on[illegible] few in number, and from fifty to eighty mil[illegible] in length. They can hardly be called a par[illegible] of the main stream. The flow of the Missis[illegible] sippi above the junction is reported to be, [illegible] ordinary stages of water, about two miles a[illegible] hour, whereas the current of the Missou[illegible] above St. Louis rushes down, its river me[illegible] claim, at the average rate of from four to fi[illegible] miles an hour. From the records of the Mis[illegible] sissippi Commission at St. Louis it appear[illegible] there have been frequent measurements of th[illegible] discharges of both streams at their junctio[illegible] and that while at low stages of water the vo[illegible] umes seem to be about equal, at flood stage[illegible] the Mississippi carries about forty per cent an[illegible] the Missouri sixty per cent of the water pas[illegible] ing St. Louis. Certain observations taken [illegible] St. Louis in the rise of 1892 measured the flo[illegible] at one million square feet per second. Whe[illegible] the Missouri is joined by the Mississippi, th[illegible] whole volume at a little distance below S[illegible] Louis is hurried forward at the rate of thir[illegible] miles an hour, or perhaps more. The wat[illegible] of the Mississippi above its junction with th[illegible] Missouri is transparently clear. The limpi[illegible] ity of the Mississippi is soon lost by its absor[illegible] tion in the Missouri, but the Missouri retai[illegible] its murky hue by reason of its sands being ca[illegible] ried the entire length below the junction, [illegible] wit, 1,183 miles, even noticeably within th[illegible] gulf passes, adding, at certain seasons, to th[illegible] occasional obstruction of the jetty channel [illegible] stream, therefore, which adheres to its di[illegible] tinctive characteristics and imparts them to [illegible] affluents, for a distance of 4,183 miles, m[illegible] well be called the dominating river. What [illegible] to the error of this name being applied to th[illegible] river in its entire course hardly appears, u[illegible] less it be that the first explorers, Spanian[illegible] from the South and Indian missionaries in[illegible] Canada, mistook the great tributary for [illegible] parent river, so constructing their origi[illegible] crude maps, and the error has remained unc[illegible] rected. However fantastic and impressive [illegible] prodigious leaps of water over the first ch[illegible] of the Missouri, the river soon subsides wit[illegible] its natural bed, and after a long travel of fo[illegible] thousand miles and more, far down within [illegible] semi-tropics, it divides into many channels a[illegible] so, having lost in depth, the separate outlets [illegible] tain the gulf. By reason of the reduced a[illegible] insufficient supply, these channels, in ear[illegible] days, were extremely difficult of navigation [illegible] the vessels plying to and from New Orle[illegible]

Sixty years ago, or more, efforts were commenced to confine the greater current within one or the other of these channels, but with indifferent success, until in 1875 the government made an appropriation whereby Captain James B. Eads and his associates were authorized to construct adequate jetties through the South Pass, their payment for the construction to be something over five million dollars, and afterward, for a period of twenty years, the sum of one hundred thousand dollars annually was allowed to maintain the depth necessary. Mr. J. A. Ockerson, who since the death of Captain Eads has replaced him in his difficult and important functions on the River Commission, informs us that through the jetty system the impediment to sea-going vessels has in a great measure disappeared. These jetties have a length of about 11,000 feet, the channel width being at present 600 feet and the depth of the water in the pass above the jetties about twenty-six feet with a channel of thirty feet in the middle, and up to the present time the works act very completely in guiding and holding the waters. Sometimes at low stages of the river the channel becomes partially filled, but a dredge boat kept constantly for the purpose, soon relieves it. A high stage of the river will clear the passage thoroughly. The relief boat remains idle for months at a time, so completely do the jetties accomplish their function. The term for the maintenance by the contractors of the Eads jetties will expire in another year or so, when, notwithstanding their long trial and complete service, this channel, it is thought, will be abandoned for another of a larger and more direct flow, capable of thorough and economical adaptation to modern larger ships, such as are generally being built now. Returning to the North Missouri River. Captain Joseph Labarge, one of its early explorers, still survives at the ripe age of eighty-three years. He is, to all intents and purposes, at this day a vigorous man of fifty years, both in mind and body. Captain Labarge made his first excursion on the Missouri when seventeen years of age. For fifty-five years following he remained on the river, sometimes commanding, sometimes piloting his boats, for he has a familiar knowledge of every varied detail of his difficult calling, and is admittedly one of the most skillful pilots of this uncertain and treacherous current. His reminiscences, related fully in his own forthcoming book, are exceedingly interesting. A pity they can not be told here. A synopsis, however, of his journey from St. Louis in the spring of 1840 gives us in brief the following principal stations of Indians and Indian trading posts along the Missouri: Leaving St. Louis, the first considerable settlement of traders attained was located at the present site of the town of St. Joseph. Mr. Joseph Robidoux had charge of it. It was a considerable establishment, and its Indians employed to hunt, and from whom the furs were purchased, were the Iowas, Sacs, Fox and Kickapoos. After the era of the Indian trade, Mr. Robidoux planned and started the present city. The next station in the ascent, nearly 250 miles farther north, was Cabanne Fort, where the principal tribes of traders were the Omahas and Pawnees. After that in the progress, at the mouth of the Vermilion River, came the Dixon camp, where the Sante and Yankton Indians had their villages. Beyond this, at the mouth of L'Eau-qui-court, was Fort Mitchell, so named after Colonel D. D. Mitchell, superintendent of Indian affairs. This fort traded with the Ponca tribe who had a large village near by. Many miles farther north still came Fort Pierre, built by the American Fur Company and superintended for years by Mr. Picotte. His trade was with the Sioux principally. Still farther to the north, at the mouth of Hart River and above the present town of Bismarck, Fort Clark had been located, but it was abandoned in time, and all its property and people took possession of Fort Berthold on its completion, about fifty miles farther north. The Indian dependants and traders of this settlement were the Gros Ventres, the Arickarees and Mandans. In the course of the long journey the Yellowstone was finally attained, at the mouth of which was Fort Union, about which were drawn the Assiniboines and Crees and Crows. Fort Benton was the last in the list of Indian and trader settlements on the river. It was situated at the head of navigation, some twenty-five miles only below the great falls of the Missouri. It was in the midst of the dangerous but profitable Blackfeet country. Nearly all of the above trading posts were creations of the American Fur Company, and the many Indian tribes contributors to its enormous traffic. There were small traders, however, located within the intervals of these regular posts, and the Hudson Bay Company occasionally sent men to promising points to trade temporarily, and

so soon as the rapid harvest was gathered, they withdrew north again into Canada. The competition and the opposition between parties were very aggressive and very unscrupulous. The smaller parties, when surprised, fared badly at the hands of the larger in their property and sometimes in their persons. During his long service on the river Captain Labarge escaped all serious interference. He never lost a boat, either from the dangers of navigation or from hostile Indians or opposition traders. At one time only was he seriously menaced. Fortunately at Fort Benton he had received an intimation from a friendly Indian to beware of the English near Fort Berthold. They intended to do him harm. On approaching this encampment of the Hudson Bay Company the captain observed quite an array of boxes, packages of robes and furs and a trunk or two on the bank. The goods were a decoy. A little distance off in different groups a number of British soldiers, with uniform, red coats and caps, beneath which these British soldiers were garbed in good leather leggings and moccasins. They were, in truth, Indians of the Cree band. Several white men, apparently the leaders in the camp, stood near the bank, and as the boat neared, one of them waved his hand and called in a friendly tone, "Captain, I wish you would land as near this freight as you can." The captain from the upper deck shouted out in the same tone, "All right, but the current is too strong here. I'll round to with the eddy down there in the bend." Meantime all steam was crowded and the vessel did proceed to the bend, but beyond it she was turning a small promontory out of sight, when it being perceived on shore that the deception had been detected, there was a loud outbreak of Indian yells, and several shots were sent after them which fell harmlessly short. It was afterward learned that the plot had been to seize the boat, take its few Indian passengers, loot the valuable cargo, and turn the officers and crew adrift. The ambuscade might have accomplished all this but for the adroit strategy of the wary Labarge. The above brief enumeration of trading posts will suffice to show how completely the Missouri River through its long passage of the Indian country was tributary to the American and the lesser Fur Companies. There is a point some four hundred and fifty miles west of St. Louis, where, at the period here spoken of, the beneficent Missouri River contributed another and different yearly harvest to St. Louis and its dependent territory. The town of Independence, with its Wayne City landing, was the nearest available river port from Sante Fe and its north Mexico tributaries, and terminated the long trail across the plains, whence the Mexicans and Americans, merchants carrying their purchasing funds with them, took the boat to St. Louis. At that period there were no bills of exchange, nor drafts, nor like devices of credits in the Mexican commerce. The storekeeper who desired to replenish his stock for the coming year would simply, on starting, encase a sufficiency of Mexican silver dollars in certain stout oaken boxes, nail them well, freighting them in his wagon, and, himself on horseback, would set out, probably if a Mexican or Spaniard, escorted by a half dozen armed "greasers" as a guard, through the tedious, long journey across the plains. The amounts of coin so conveyed were seldom inconsiderable. The trade of Santa Fe, Chihuahua, etc., was very extended, embracing within its scope many wealthy old Spanish families whose wants were luxurious and multiplied. Transportations by the replenishing dealers of fifty or one hundred thousand dollars, or even more at times, were frequent in the purchasing season. There were hostile Indian countries to traverse in the protracted journey to Independence, but the merchants, as a class, were strong men, of natures both cautious and bold. Some had been inured plainsmen themselves before settling into commercial life. There were seldom interferences. The class of white bandits who now assail the better equipped railroad trains had no existence then. On boarding the steamer at the Wayne City wharf the Mexican merchant would sometimes take his guard of "greasers" along with him for protection through the streets of St. Louis. It was an unexpected happening for the writer once to witness such an arrival at St. Louis. A dray driven by an old negro had been called up; the "greasers" who were said to have stood and slept by the two strong boxes all the way from Independence, had now carried them to the waiting cart. The master, a gray-haired, but comely, Spaniard, on horseback, and with rifle across his saddle bow, took his place behind the dray; two of the "greasers" mounted the dray and and seated themselves on the boxes respectively, while the other four separated, marching two at either

side of the cart. This "greaser" escort was pretty well bedraggled, notwithstanding their formidable sombreros and the terrible fire-arm they bore, a short, flint-locked, big-bored brass-barrelled "escopette," perhaps most dangerous to the man who might fire it off. The party, in its progress through the crowd of levee laborers, who flocked about them, looked strange and absurd enough. The guards became quite discomposed and seemed almost marching to their own funeral amid the noisy multitude of ill-looking white and black laborers. But all the absurdity of the progress vanished when the cortege halted in front of the important establishment of Mr. Robert Campbell, and when this gentleman himself appeared at the door, crossing the sidewalk and courteously greeting his old friend, invited him in, after having given the necessary orders for the deposit of the treasure, and the care of its escort. No visitors from abroad stood higher in the commercial circles of St. Louis than the merchants hailing from north Mexico. They were as a rule intelligent men, simple and direct in dealings, and of scrupulous integrity. The commerce with Santa Fe and its dependent territory was very large, and St. Louis at the time was enriched by almost a monopoly of it, for the reason there were no railroads nor telegraphs at that time, and the wagon across the plain and the steamboat on the Missouri offered the most direct and the cheapest access to the States. It might be incidentally added that the vast Indian traffic of the St. Louis traders with the multi-tribed savages of the West and Northwest attained its greatest range about the time when the absorbed commerce with Santa Fe was also most flourishing. These two sources of in-pouring wealth had alone sufficed to create and maintain the commercial pre-eminence of St. Louis to which they tended so many years. But meantime the magnificent water way was performing its important and profitable functions in yet another distant direction—even to the remote tropical climes, for there were no more railroads in the prolific South than through the undeveloped West. The fertile regions of the vast central valley were reached by river only, and above the mouth of the Ohio, St. Louis served as the distributing point, not alone of the State of Missouri, but in the main for nearly all its adjacent States. The relations with New Orleans were complete and close. Moreover, the reciprocal advantages of either were about equal. To the northern point, within the season, were annually consigned continuous heavy cargoes of sugar, salt, molasses, rice, imported coffee and tobacco, cotton, the tropical fruits, etc.; per contra, to New Orleans were shipped in return, bacon, hams, hay, horses and mules, and horned cattle, lumber and other building material, besides multitudinous manufactured goods. The trade between those young cities and the many intervening river towns and settlements of the successive rich valleys was at times extraordinarily active and profitable, and steamboats innumerable, constructed especially for this commerce, filled the majestic water way in its service, and so the conditions remained, without opposition or competition, until the halt began to be called by the fast multiplying railroad routes some time in the latter part of the fifties, and since which there has followed a partial paralysis of our river navigation. There are but few steamboats now on our noble river as compared with the fleets of forty-five and fifty years ago. Yet the depth and volume of its water from frigid Dakota to the sunshine of the tropical gulf remain abundant as ever. But the large steamers, passenger and freight, which in such great numbers still traverse our great inland seas, from Lake Superior to Lake Erie, the monster boats of Hudson River that race with the railway trains under the bordering cliffs, and, on the broad St. Lawrence, the well laden steam craft plying from Lake Ontario to the Canadian Gulf, these all demonstrate clearly enough the competitive prowess of steamboat navigation with paralleling railways. Let us hope, therefore, that our own noble Missouri is only resting awhile after its long, arduous service, and with the developments and changes which are certain still to come, that the ingenuity of our river men will some day devise a system for reviving its phenomenal energy and usefulness of the early times.

Earthquakes.—"December 16, 1811, St. Louis and the surrounding country were visited by a violent earthquake. The first shock was felt about 2:30 a. m., and lasted about one and three-fourths minutes. Windows, doors and furniture were in tremulous motion, and there was a distant rumbling noise resembling that made by 'a number of carriages passing over a pavement.' The sky was obscured by a thick fog, and there was not a breath of air.

The temperature was about thirty-five or forty degrees Fahrenheit. At 2:47 a. m. another shock occurred, unaccompanied by any rumbling noise, and much less violent than the first. It lasted about two minutes. At 3:34 a. m. a third shock, nearly as violent as the first, but without as much noise, was felt. It lasted about fifty seconds, and a slight trembling continued for some time afterward. There was a fourth shock shortly after daylight, less violent than any of the others, and lasting nearly one minute, and about 8 o'clock there was a fifth shock, almost as violent as the first. This was accompanied by the usual noise, and lasted about half a minute. The morning was very hazy, and unusually warm for the season. 'The houses and fences were covered with a white froth, but on examination it was found to be vapor, not possessing the chilling cold of frost. Indeed, the moon was enshrouded in awful gloom.' At 11:30 a. m. another slight shock was observed, and about the same hour on the following day 'a smart shock' occurred. No lives were lost, and the houses did not sustain much injury. A few chimneys were thrown down and a few stone houses split. The earthquake appears to have covered an extensive area in Southeast Missouri, 'seaming the face of the country with yawning gulfs and submerging it with new lakes.' The destruction was especially severe at New Madrid. There was a volcanic eruption, and gulfs or fissures from four to ten feet deep, and running north and south parallel with one another, were opened for miles, in some instances for five of them. On the night of January 7, 1812, there was another earthquake, which inflicted much greater damage. Until the 17th of February slight shocks were felt from time to time. On the 17th occurred another terrible convulsion, which exceeded in fury all the previous ones. Gulfs and fissures broader and deeper were opened, 'until high land was sunk into hollows, hollows made high land,' lakes emptied into the fissures, and where there had previously been dry land 'broad-sheeted lakes' created. The residents were panic-stricken, and, abandoning nearly all their cattle and household property, fled from the scene of desolation. 'Wreckers' flocked to the deserted town and surrounding country, and carrying off the abandoned property in flatboats, conveyed it to Natchez and New Orleans and sold it. The extent of country visited by the earthquake embraced a circumference of abo one hundred and fifty miles, taking the Indi town of Little Prairie, near Carruthersville, a the center. The loss of human life was sma A Mrs. Lafont died from freight, and a Mr Jarvis was crushed by a falling log. Fl boats on the river were found wrecked miles and their cargoes ruined. It is believe that some members of their crews we drowned. There were no indications of an previous earthquake in this section, and tradition of any such visitation existed amo the Shawnees, Cherokees or Delawares. Sin 1812 there have been no violent shocks earthquake, but at intervals slight commotio have been experienced."—(Scharf's History St. Louis.)

Easton, Alton R., was born June 1807, in St. Louis, son of Judge Rufus Easto He was carefully educated, completing studies at West Point Military Academy. 1827 he returned to St. Louis and studi medicine under the preceptorship of Dr. Sa uel Merry, and later served under Dr. Mer in the office of receiver of public money. education at West Point gave him a taste military affairs, and for several years he w captain of the noted military company of Louis, known as the "St. Louis Gray Later he became colonel of the St. Lo Legion, and commanded this regiment in early part of the Mexican War, being st tioned at Bureto on the Rio Grande. Ea in 1847 he left St. Louis in command of battalion raised here, and marched across plains to Sante Fe, New Mexico. Later led his command to Chihuahua, arriving th in March of 1848. When peace was decla he was ordered home with his troops, was mustered out of the service in Octobe 1848. When the Territory of New Mexico organized President Fillmore offered him secretaryship of the Territory, but he decli the honor. In 1853 he was appointed Ass ant Treasurer of the United States, in cha of the subtreasury at St. Louis, and reta that office until removed by President Pie From 1860 until 1864 he was a member of county court. From 1861 to 1864 he was spector-general of the State of Missouri, in this capacity showed great ability a organizer, rendering valuable services to Federal government. In 1873 he was pointed assessor of internal revenue by Pr

dent Grant, and held that office until it was legislated out of existence. Soon after that Grant appointed him pension agent, and he held that office until 1877. For many years he was prominently identified with the business interests of St. Louis, and was one of the earliest promoters of street railway enterprises in this city.

Easton, Rufus, lawyer and jurist, was born May 4, 1774, in Litchfield, Connecticut, and died at St. Charles, Missouri, July 5, 1834. After completing his academic studies he studied law in the office of Ephraim Kirby, of Litchfield, and began practicing his profession at Rome, New York. He spent the winter of 1803-4 at Washington, and there formed the acquaintance of men prominent in public life, among others being Aaron Burr. The following spring he determined to remove to New Orleans, and left Washington with a letter of introduction from Burr to a gentleman in Louisiana. After starting westward, however, he changed his plans and settled first at Vincennes, Indiana. From there he came a short time later to St. Louis. In 1805 he was appointed judge of the Territory of Louisiana, an appointment which was procured for him by Burr, upon whom he evidently made a strong impression. Presuming upon the obligation which he had thus placed Easton under to himself, when Burr came to St. Louis in the fall of 1805 he broached to the young St. Louis jurist the subject of founding a Southwestern empire. He soon discovered, however, that he had made a mistake, as Easton refused in a decided and spirited manner to become a participant in his scheming. As a result General Wilkinson, the friend and intimate of Burr, circulated charges of official corruption against him, and when his commission as territorial judge expired he was not reappointed to that office. Repairing to Washington he satisfied President Jefferson that the charges against him were unfounded, and was appointed United States attorney for this Territory. In 1805 a post-office was established in St. Louis, and Judge Easton became first postmaster. In 1814 he was elected a delegate to Congress, and served four years in that capacity. When the State government of Missouri was organized he was appointed Attorney-General, and held that office until 1826. In this day he was recognized as one of the leading lawyers of the Territory, being noted more for the soundness and vigor of his intellect than for eloquence, although he was not without the graces of oratory. He engaged largely in real estate speculation, and was at one time one of the owners of the land on which the city of Alton, Illinois, has since been built.

East St. Louis.—The thriving and enterprising railroad city of East St. Louis traces its history back to Captain James Piggott, who settled in the vicinity in the year 1783, about nineteen years after Laclede and the Chouteaus had founded the trading post on the opposite side of the river, which was to become the city of St. Louis. There were Indians in Illinois at that time, and they had acquired the habit of gathering near the bank of the Mississippi, nearly opposite St. Louis, and encamping for weeks at a time; and Captain Piggott, who was a true pioneer and leader, built a fort near what afterward became the village of Buffalo, in the rich American bottom, for the protection of the few families who came with, and followed after him, and as a sort of resting place and shelter for the emigrants who occasionally came from Kentucky, Tennessee and Pennsylvania, to cross the river into the Territory of Louisiana. These emigrants increased in number, and in 1797 Captain Piggott established a ferry for their accommodation—and this was the beginning of the Wiggins Ferry between St. Louis and East St. Louis, which, ever since, has had so much to do with the river transit traffic between the East and West at this point. At a later day, upon the petition of Captain Piggott, with forty-five other settlers, Congress granted four hundred acres of public land to the Illinois settlers, and in addition one hundred acres to every militiaman. Later still Governor St. Clair, of Indiana Territory, which included Illinois, appointed Captain Piggott first presiding judge of St. Clair County Circuit Court, which held its sittings at Cahokia. About the time Piggott's ferry was established, there was a sandbar formed near the Illinois shore, which grew, year by year, into a considerable island, covered with willows and cottonwood. It was made the dueling ground for St. Louis men of honor, and became known as "Bloody Island"—a name which it retained until about the year 1860, when the dykes, built to protect the St. Louis harbor, attached it permanently to the east

bank of the river, and it ceased to be an island. The Cahokia commons extended up to a point opposite St. Louis, and a portion of East St. Louis is built on this commons ground. In the year 1817 Illinoistown, a mile back from the river, was laid out, the first sale of lots being made in St. Louis, November 3d of that year, and that town still exists in the south-eastern part of the present city of East St. Louis, which extended over and absorbed it. In 1837 the town of St. Clair was laid out, in what is now the central district of East St. Louis. In 1859 the town of East St. Louis was laid out on land belonging to Samuel L. Barlow, Henry Chauncey, William H. Aspinwall and Samuel W. Comstock, and in 1861, by a vote of the citizens, the name of Illinoistown, which had been the corporate name since 1859, was formally changed to East St. Louis—and it has retained that title ever since. When Illinoistown was incorporated in 1859 W. J. Enfield, Sam W. Toomer, Andrew Wettig and Henry Jackeisch were chosen first trustees, and William Hamilton, the first police magistrate; and when the name was changed to East St. Louis, Sam W. Turner was made the first president; and Sam B. Walker, Florence Sullivan, John Moneghan and Francis Parle members of the town council, with John B. Bowman for police magistrate, and John Henessy for town marshal. In 1865 a charter was granted and East St. Louis became a city, with John B. Bowman chosen the first mayor, April 3d of that year. A proposition was submitted at the same time to change the name to St. Clair, but it was defeated. East St. Louis is one of the most important railroad converging points in the country, being the western terminus of fourteen railroad systems and lines. The entire railway traffic between the country east of the Mississippi River and St. Louis passes through it and it abounds in tracks, yards, switches, warehouses, elevators, depots and other accessories and conveniences for a great railway business. It contains also extensive and profitable manufactures; the vast national stock-yards, and the slaughtering and packing establishments of Nelson Morris & Co. The American Bottom adjacent to it is one of the most fertile and productive regions in the land. Its gas works, water works and street railways are complete and efficient; its public schools are of a high order and its municipal government liberal and vigorous. In 1880 it had a population of 9,185; in 1890, of 15,169; and in 1899 its population was est mated at 24,000.

Eden Mission.—A Sunday-school mi sion, established by the German Metho Episcopal Church, on the corner of Newho and Blair Avenues, in an old frame chu building, which was purchased in 1893 fr the Hyde Park Congregational Church a removed from the corner of Blair and Bree Avenues to its present location. The missi Sunday-school was fairly prosperous for se eral years, but in 1898 its work had been te porarily suspended.

Eden Theological Seminary.— the year 1840 six German Evangelical mi ters, prompted by a strong desire to bring t Gospel to their German brethren in Ameri founded a religious organization at Gravi near St. Louis, Missouri, under the mod name of Deutscher Evangelischer Kirche verein des Westens"—now the "Deutsc Evangelische Synode von Nord Amerik The large number of German Evangelical migrants that settled in the Western part of t country plainly showed the necessity of esta lishing the German Evangelical Church in t Western Hemisphere. In order to obtain t requisite number of able men for this impo tant and promising work a theological insti tion was deemed indispensable. The foun ing of such an institution was, however, a m difficult task, inasmuch as the promoters this religious cause were strangers and wi out the necessary means; and what help co be expected from poor German settlers, w lived in little log-cabins, and by the sweat their brow were converting the dense fore into fertile farms? But the Christian f was their stronghold, and trusting in God, t undertook the work of erecting the "Missou Theological Seminary." The first donati gathered for this work were, indeed, small, the enthusiasm with which they were gi showed the expediency of the enterprise tract of land, not fertile, but containing all necessary material for building purposes, presented by a neighboring farmer. property is situated in Warren County, tween the villages of Marthasville and Fere Osage, in a most picturesque valley, and mote from the din and noise of busy city The nearest railroad station was, at that ti St. Louis, a distance of about fifty-four mi

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Eng. by Williams H.V.

H B Edgar

The ox-cart served for many years as the chief means of transportation. July 4, 1849, the corner-stone of the Missouri Evangelical Seminary was laid. The ceremonies were simple, but very impressive. It was the first time that songs of praise and thanksgiving resounded through those primeval forests. In 1850 the attractive, massive stone building was completed and the first president, Rev. P. Binner, with three students, entered upon the work. Soon after a second building was put up and used for a printing establishment. Mr. Richard Bigelow, of New York, donated $500 for this building; furthermore, he presented a handpress and types, valued at $300. This was done for the purpose of enabling the college to print the "Friedensbote," the organ of the German Evangelical Church. After six years a third building was erected during the summer vacation by the students themselves, under the supervision of Professor A. Irion. This building contained a spacious class-room and dormitory. In 1858 the largest of all the buildings was completed and opened as a college for boys. This preparatory department was in a flourishing condition during the first years of its existence, but unfortunately had to be closed on account of the Civil War. The contributions for all these buildings were received not only from members of the German church, but also from American friends. One of the first donations was made by an American lady, saying: "I want to have a nail in every good work." Mr. Richard Bigelow gave, besides the above mentioned contributions, many others at various times. Other American friends also manifested a generous interest in this work. An eastern organization for the support of educational schools assisted the college for a number of years in the most liberal way. Rev. Dr. Baldwin, of New York, was commissioned to visit the college and reported the following: "The most cheerful sacrifices of the directors and friends of the institution have not been surpassed by the efforts of the Puritans of New England, when these began their important work of establishing educational schools."

As the attendance of the Missouri Seminary continued to grow steadily, the accommodations became inadequate. On account of the isolated location and the inconveniences resulting from this, it was not thought prudent to make any further improvements at this place. Thus, in 1883, the college was moved to St. Charles Rock Road and Hunt Avenue, on the outskirts of St. Louis. Here the spacious Eden College was erected on a tract of land, covering nineteen acres of ground. The corner-stone was laid April 8, 1883, and the dedication of the new building took place October 28, 1883. The growth of the German Evangelical Church and of the college during the thirty-three years of its existence was evinced on this festive occasion by the presence of thousands of sympathizing friends from all parts of the Union. The college, surrounded by a beautiful park, is a handsome three-story brick building—not including basement and attic—with a front of 168 feet, and a tower ninety-six feet high. The number of graduates up to 1895 has been over 600. The course is a strictly theological one and comprises three years for such as have had the required amount of preparatory work. Until recently instructions have been given in the German language, but because of the increasing demand for English-speaking ministers, great attention is now being paid to the study of English. The following presidents have presided over the college: Rev. P. Binner, Rev. A. Irion, Rev. J. Bank, Rev. E. Otto and Rev. L. Haeberle.

The fiftieth anniversary of the college, to be celebrated in 1900, is proof of the loving kindness with which God has looked down upon the institution, erected for the purpose of glorifying His name.

LOUIS HAEBERLE.

Edgar, Timothy Bloomfield, manufacturer, banker and financier, was born in the vicinity of Rahway, New Jersey, January 20, 1815, third son of Alexander and Sarah (Crowell) Edgar. Alexander Edgar was a lineal descendant of David Edgar, of Scotland, whose son Thomas purchased an estate and located in New Jersey in 1715. The Edgar, Crowell and Bloomfield families, whose blood runs in the veins of Timothy B. Edgar, were all participants in the American Revolution, and evidenced their patriotism in the struggle for independence. Mr. Edgar was reared in New Jersey, and, after acquiring such education as the common schools of the region in which he was brought up afforded, learned the trade of coach builder. Before he attained his majority, his employer, a distant relative, proposed to him that he should go to New Orleans and take charge of a branch

coach-building establishment in that city. His youthful ambition had been to clear his father's estate of an incumbrance, and he had nearly accomplished his purpose when the proposal was made that he should go to New Orleans. Through the kindly assistance of a friend he was enabled to discharge the remainder of the obligation, and then, with a light heart and bright hopes for the future, he set out on his journey to the Southwest. On his way to New Orleans he passed through St. Louis and formed a most favorable impression of the city. Not finding New Orleans all that he expected, he returned to New York, and in 1836 came to St. Louis, with the intention of making it his home. Here he first established a carriage repository at the corner of Fourth and Morgan Streets, but a few years later purchased and improved the property at 409 and 411 North Third Street, where he continued a business which grew to large proportions. The first coaches ever built in Missouri were built at Mr. Edgar's repository for Col. Thomas L. Price and were used on stage lines running from St. Louis westward. Mr. Edgar became identified with the banking interests of the city at an early period as a member of the board of directors of the Dollar Savings Institution. When that institution was merged into the Exchange Bank of St. Louis he continued to be a leading spirit in building up the last-named bank, devoting much time and attention to its affairs. Under the national banking act, he organized the Second National Bank of St. Louis, of which he was, for several years, president. In 1860 he withdrew almost entirely from commercial life, intending to give himself up to the enjoyment of his comfortable fortune and, for a time, to the pleasures of traveling abroad with his family. The lowering war clouds later changed his plans, and when the storm burst upon this city and State, he was found among those firm supporters of the Union who took prompt steps to aid the national government. When General Fremont made a request for $80,000 to buy ordnance, this money was advanced to him by the citizens of St. Louis, through the influence of Mr. Edgar, and later he induced the government at Washington to repay this money, which it had previously declined to do on account of an informality of General Fremont's voucher. Later he was conspicuously active in relieving the people of St. Louis of the financial and other burdens imposed upon them by the war. Wh about $15,000,000 worth of war vouchers we outstanding in the city and were being s at discounts ranging from 8 to 10 per cent, and Mr. George Partridge were appointed the Merchants' Exchange to act as a com tee, which should go to Washington and deavor to secure payment of these vouch They conducted this delicate and difficult sion to a successful issue, overcoming serious objections to settlement, at that ti of Secretary of War Stanton and Secretary the Treasury Chase. Mr. Edgar was, dur the war, a member also of the war relief co mittee, appointed by the court of St. Lo County to relieve the needs of soldiers' famil He was president of the committee of twe which had this important work in hand, a under his supervision large amounts of mon were disbursed in such a manner as to commendation from all sources. In 186 was chosen a member of the board of cor rators of the Soldiers' Orphans' Home, he was treasurer of this board until its missi had been fulfilled. Governor Gamble co missioned him a trustee of the Missouri stitution for the Education of the Blind 1863, and for many years thereafter he voted much time and thought to the build up of that institution. He served sev years as a member of the board of pu schools of St. Louis and as a trustee of Public Library Association was greatly terested in the library, which is now of inestimable value to the city. He was co the founders of the Missouri Historical ciety, in which he holds a life member and for years was a moving spirit in adv ing the interests and directing the affair the St. Louis Provident Association, one most perfect charity organizations in United States. At the close of the war companied by his wife and several mem of his family, Mr. Edgar made a tour of rope, enjoying greatly his travels and exp ences, and returning to his home much b fited by the rest and recreation thus affo him. In 1866 he organized the Contin Bank—first called the National Loan B of St. Louis—of which he became presi About the same time he became a direct the Missouri Pacific Railway Company in 1873-4 he was president of that corpora During his official connection with this co ration it purchased the interest of the St

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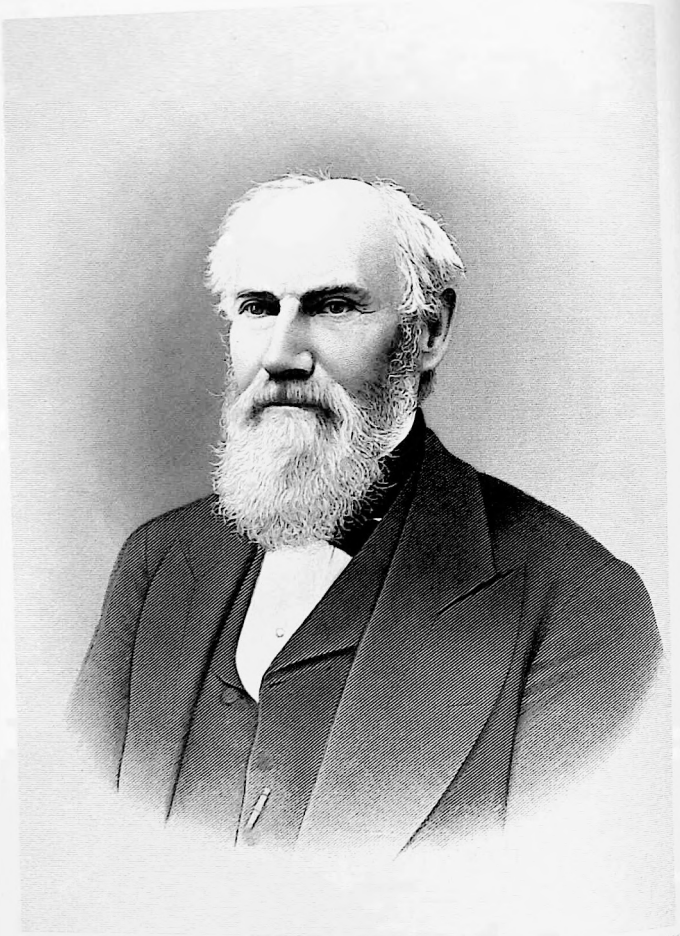
Mary Ann Boyce Edgar

Missouri in the Pacific railway, Mr. Edgar acting as a member of the committee which negotiated bonds to the amount of $7,000,000 to complete the purchase. In later years he was also a promoter of the manufacturing interests of St. Louis in connection with the Glendale Zinc works, in which his sons and other members of his family are largely interested. Desiring to retire from active business Mr. Edgar resigned the presidency of the Continental Bank in 1880 in favor of Mr. Geo. Baker, its present popular president, thus closing a long period of unbroken success. Throughout his long and active career, he has received the merited commendations and enjoyed the sincere respect of all who have been brought into contact with him in all the relations of life. Keenly sensitive to the rights and feelings of others, he has performed the duties of each day with conscientious care; unambitious of mere popular regard, he has yet won the admiration of a people who can not but speak his name kindly and with warm encomiums upon virtues that are unostentatious, and yet none the less apparent. In 1837 Mr. Edgar married Miss Mary Ann Boyce, daughter of William H. Boyce, who became a resident of St. Louis in 1828, and was long an esteemed citizen of this city. The children born to them are Frances H.—Mrs. Edward P. Rice; William B.; Emma C.—Mrs. Oliver F. Garrison, of Carthage, Missouri; Joseph A.; Selwyn C.; Clara M.—Mrs. Charles D. McLure—and Robert H. Edgar. Two children, Joseph A. and Clara R., died in infancy. Mr. and Mrs. Edgar have seventeen grandchildren and five great-grandchildren. The total number of their living descendants in 1899 is twenty-eight. Mr. and Mrs. Edgar celebrated the sixtieth anniversary of their marriage on August 22, 1897.

[Editor's Note.—The data from which the foregoing sketch of Mr. Edgar has been prepared have been taken by permission from "Biographical Sketches of Timothy Bloomfield Edgar and his wife, Mary Ann Boyce Edgar," published for private circulation by their eldest daughter.]

Edgar, Mary Ann Boyce, whose life in St. Louis has been prolific of good works, was born November 5, 1820, near Huntsville, Alabama, second daughter of William H. and Mary Eliza (Harrell) Boyce. Her ancestors were among the colonial families which settled in Bertie, Hertford and other counties lying north of the Albermarle Sound, North Carolina, and the names of Gardiner, Harrell, Boyce and Hardy, all familiar ones in the early history of that State, are the names of families from whom Mrs. Edgar is descended. Names of representatives of these families appear on the various public records of the State of North Carolina, showing that they have ever been ready to serve both their country and their State in times of war and peace. The Boyce family embraces but few in number, and the male line, so far as known, has been extinct for a number of years. The parents of Mrs. Edgar, William H. Boyce and Mary Eliza Harrell Boyce, were born on adjacent plantations, near Windsor, Bertie County, North Carolina. Mr. Boyce, who was the eldest son of Hardy Boyce, a planter of Bertie County, entered the American army and fought through the War of 1812. At twenty-one he married and two years later removed to Alabama. In 1828 he came with his family to St. Louis, and soon became known here as a successful lumber merchant. About 1840 he withdrew from this branch of commerce and built several steamers, plying them on the Mississippi and Missouri Rivers. He died in this city June 13, 1849, aged fifty-three years and six months. Mr. Boyce is remembered by the older residents of the city, now living, as a business man of high character and an earnest and devout churchman, who, in the days when he was a steamboat operator, would allow no intoxicating liquor or gambling of any kind on his steamers. Mrs. Edgar was a child eight years of age when her parents removed to St. Louis, and she recalls vividly the appearance of the city during her childhood. At that early day there were a few narrow streets near the river, on which the business of the city was carried on, and beyond, the rolling commons and meadow lands, which are now occupied by great buildings and constitute the heart of the St. Louis of today. She also recalls the deep impression made upon her by that tragic incident, the duel fought by Major Biddle and Spencer Pettis, in 1831. Major Biddle made a memorable visit to her father, just before the occurrence, at which he gave evidence of the fact that he knew what the result must be. During this interview, in deep despondency, he remarked to Mr. Boyce that as yet Mrs.

Biddle knew nothing of the event about to take place. Mrs. Edgar was educated at the St. Louis Institute, established and conducted by the Misses Stibbs and a noted institute in its day. As a pupil of this school she developed a taste for music, drawing and painting in water colors, and in a specimen of the latter, which has been preserved "we see the same severe and precise type which is now found in collections of works of art executed by maidens of our colonial families of the eighteenth century." In 1837 she married Timothy Bloomfield Edgar, who is a lineal descendant, in the sixth generation of David Edgar, of Keithock, male representative of Edgar of Wedderlie, Scotland, and of whom extended mention is made in the preceding sketch. Through her own personal experience Mrs. Edgar is impressed by what science has wrought for the comfort and convenience of mankind during the past fifty years. She notes a thrilling episode that occurred in January of 1838 which well illustrates the progress made in transportation during the present century in the port of St. Louis. Mrs. Edgar accompanied her husband on a visit to friends in Illinois, and on their return, arriving at the Mississippi River, they found navigation closed, and great floes of ice swayed and tossed by the current in various directions. An effort was about to be made to transfer the mail across the river in a yawl, and permission was granted Mr. and Mrs. Edgar to enter the boat and attempt the perilous crossing. Three strong men manned the little craft, and by great skill and alertness and the blessing of a kind Providence St. Louis was reached without accident. After her marriage Mrs. Edgar's life was an ideal one in the domestic sense, but nothing occurred to call into action her decisive character and executive ability until the Civil War began. Although of Southern birth, she proved her devotion to the Union, when the shock of war came, and within her woman's sphere sought to meet the exigencies of the hour. Not until the Western Sanitary Commission, the Ladies' Union Aid Society and the various departments of the national government were equipped to care for the nation's defenders did she pause in her labors for the sick and wounded soldiers and those who were left destitute by the ravages of war. She was one of the few ladies who met at the home of Mrs. F. Holy, July 26, 1861, to discuss ways and means by which the efforts of the ladies of St. Louis who desired to [illegible] tain the national government might [illegible] united. After the early battles in Missou[illegible] she assisted James E. Yeatman, president [illegible] the Western Sanitary Commission, and oth[illegible] in gathering nurses, buying hospital supp[illegible] and getting in readiness "The New Hom[illegible] Refuge Hospital," to which the first h[illegible] dred of the sick and wounded [illegible] taken. At this time there was no [illegible] in the hospitals, no clothing, no sto[illegible] of food and medicines, no surg[illegible] corps, no preparation in any department [illegible] call was issued by General John C. Frem[illegible] commander of the Department of the We[illegible] for lint bandages, etc., and for ladies to a[illegible] in preparing them; an apartment was assig[illegible] them for the reception of these articles at G[illegible] eral Fremont's headquarters. In the co[illegible] of a few weeks the room was needed for o[illegible] purposes, and then it was that Mrs Ed[illegible] offered to have these hospital stores rem[illegible] to her own home, situated on the same ave[illegible] not many blocks distant from General F[illegible] mont's residence. Two large apartments [illegible] her own house were set apart to receive th[illegible] and here for eighteen months wo[illegible] wrought. Lint bandages and hospital clo[illegible] were made, stores and garments were rece[illegible] and sent to various points where battles ra[illegible] and where the wounded and sick lay in t[illegible] porary hospitals. All articles and money [illegible] ceived were duly recorded by Mrs. Edg[illegible] secretary, together with the donors, as wa[illegible] the point to which the stores were sent. D[illegible] ing these months Mrs. Edgar was greatl[illegible] sisted by many of the German ladies o[illegible] city, who "seemed to know instinctively w[illegible] an's work and place midst war and confl[illegible] In order to facilitate the work she "organ[illegible] her assistants, calling the organization [illegible] 'Fremont Relief Society,' as it was in a[illegible] to an appeal of General Fremont that this [illegible] had its origin." In 1864 she acted as a m[illegible] ber of the ladies' committee of the Missis[illegible] Valley Sanitary Fair, and was chairman [illegible] linen department, which netted the fair [illegible] 396.00. In 1865 Mrs. Edgar made a [illegible] abroad with her husband and other mem[illegible] of the family and after her return portr[illegible] the various scenes and incidents of this [illegible] in a very graphic manner. In Decemb[illegible] 1868 she helped to organize the St. L[illegible] Women's Christian Association, of which [illegible] was an incorporator and first vice-pres[illegible]



Sam Edgell

She was also for a number of years a member of the board of managers of the St. Louis Protestant Orphan Asylum.

To Mr. and Mrs. Edgar eight children have been born, named respectively Francis H. (Mrs. Edward P. Rice), William B., Emma C. (Mrs. Oliver F. Garrison of Carthage, Missouri), Joseph A. (died in infancy), Selwyn C., Clara R. (died in infancy), Clara M. (Mrs. Charles D. McLure), and Robert H. Edgar. Their living descendants number twenty-eight (1899).

The sentiments that have been expressed in prose, poetry and song, extolling a mother's love and devotion are beautifully illustrated in Mrs. Edgar's character as a mother; and now, as she enjoys with her husband the quiet of their delightful home, she looks out upon the surging world with interest, but cares not to mingle with its strife and bustle; for has she not, even as her husband, served her generation?

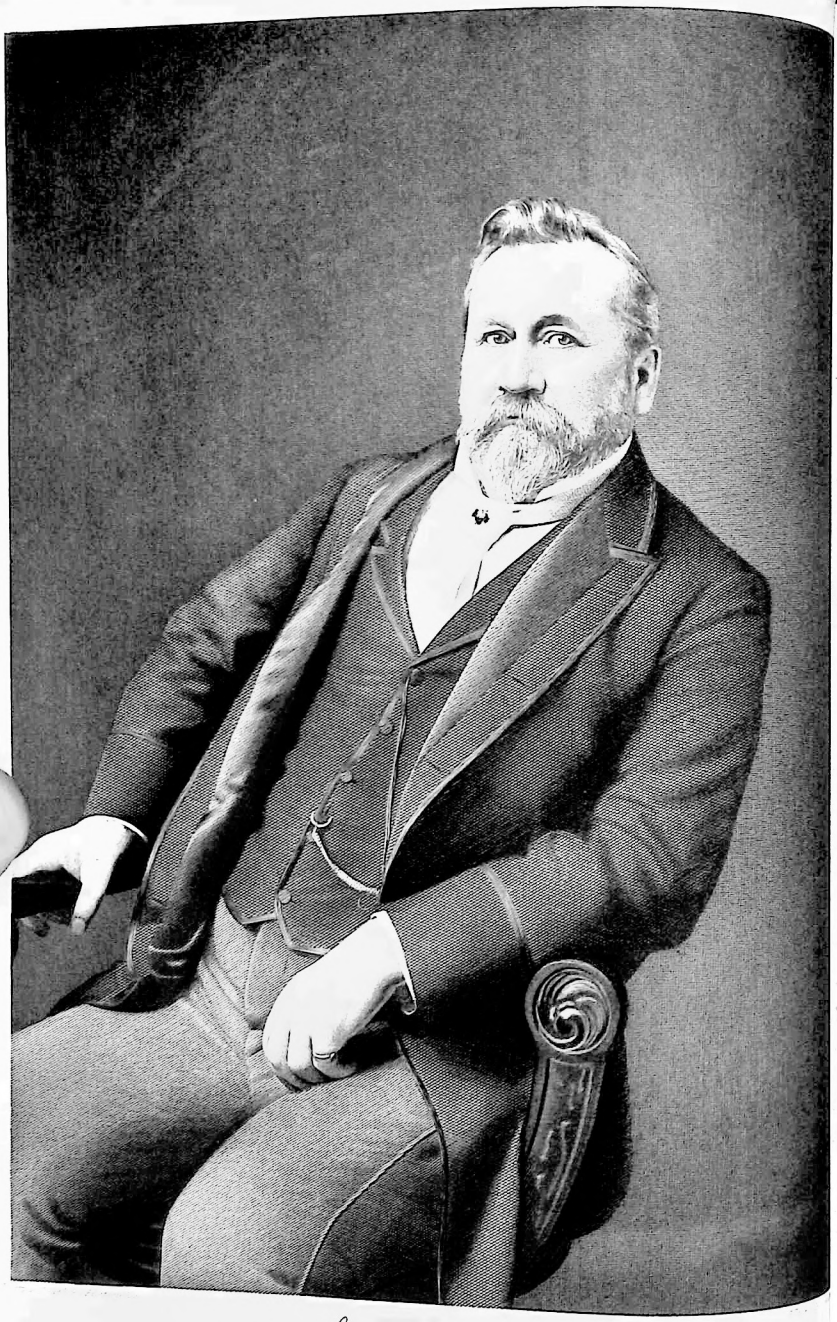
[Editor's Note.—The foregoing biography of Mrs. Edgar is founded upon notes gleaned from "Biographical Sketches of Timothy Bloomfield Edgar and His Wife, Mary Ann Boyce Edgar," published by Mr. and Mrs. Edgar's eldest daughter for private circulation.]

Edgell, Stephen Madison, merchant, was born in Westminster, Vermont, July 14, 1810, third son of Abel and Susanna (Holden) Edgell. His father was born in Westminster, Massachusetts, and was the son of John Edgell, a soldier in the Revolutionary War, and one of the earlier settlers and proprietors of the Massachusetts town of Westminster. The founder of the family in America was William Edgell, who came from Somersetshire, England, to America about 1650, and lived thereafter, until his death, at Woburn and Lexington, Massachusetts. The wife of the immigrant ancestor of the family was born Elizabeth Norman, of Marblehead, Massachusetts, who was descended from the Mavericks and Normans of the Massachusetts Bay Colony. Stephen M. Edgell was reared on a farm and obtained his early education in the common schools of his native town. Disinclined to follow farming as a vocation, he left home when he was fourteen years of age, and for two years thereafter clerked in a country store, receiving for his services a salary of $100 a year. With the money thus earned he maintained himself while attending school during the following year, and when eighteen years old he went to Sherbrook, Canada, where he engaged in the dry goods business on a small scale on his own account. Successful in this venture, he remained at Sherbrook six years and accumulated a considerable amount of working capital. Disposing of his interests there in 1834 he came West, intending to engage in merchandising in Chicago, then a frontier town which had just been laid out, and which was attracting much attention in the East. About the time he reached Chicago a wave of real estate speculation was sweeping over the West, and Chicago soon became the center of the excitement. Mr. Edgell caught the prevailing contagion, and, as a result, invested his means in real estate in and adjacent to Chicago. A period of great business depression, inaugurated by the financial panic of 1837, followed this era of speculation, and, as a result, his Chicago property slipped away from him, and investments which would have yielded him rich returns a few years later proved worthless when forced upon a broken market. After this unsatisfactory experience he found employment with the firm of George Smith & Co., a noted pioneer business house of Chicago, and his duties bringing him occasionally to St. Louis, he became much impressed with the substantial character of the city and the promising outlook for its future growth and prosperity. In consequence of this favorable impression, he removed to St. Louis in 1838, and for some time thereafter was resident manager of the business of George Smith & Co. In 1842 he established a commission and forwarding house in New Orleans, and the following year engaged in the same business in St. Louis. Thus was established the prosperous and enterprising business house of S. M. Edgell & Co., widely known throughout the West and Southwest during a period of thirty-six years, which commanded a large and profitable patronage, and the highest esteem of its patrons and contemporaries. While at the head of this business, from which he retired in 1879 on account of failing health, Mr. Edgell was also identified with many other enterprises and held various positions of honor, trust and responsibility. He was president of the Missouri State Mutual Insurance Company and of the Exchange Bank during a portion of his business career in St. Louis, and the high standing and prosper-

ous condition of these institutions testified to the faithfulness and ability with which he administered their affairs. Interested, in the broadest sense, in the development of the city and State, he encouraged every movement designed to contribute thereto. He was interested to a considerable extent as a stockholder in the Kansas Pacific Railroad Company, and was a director of that corporation up to the time of its consolidation with the Union Pacific Railroad Company. Plain and unassuming in manner, he had a vigorous mentality and great force of character. His friendships were sincere, and his devotion to his home and family endeared him to a remarkable degree to those most intimately associated with him. During the Civil War he was a staunch and uncompromising friend of the Union, and on every occasion and in all the affairs of life his actions were governed by his convictions. A Christian gentleman, he united early in life with the First Congregational Church of St. Louis and continued his membership until, in 1866 or 1867, largely as a result of his efforts, Pilgrim Congregational Church was organized. Becoming a member of the last named church at its inception, he was essentially one of the pillars of the church until the end of his life, having contributed many thousands of dollars to its upbuilding, and through his judicious counsels and connection with the conduct of its business affairs, having aided to an even greater extent in the construction of an ideal church edifice, owned by a society having more than 800 members, and free from indebtedness. A donation of $10,000, which he made to the Young Men's Christian Association, enabled that worthy organization to purchase the property at the corner of Eighteenth and Locust Streets, which it afterward sold at a handsome advance, materially strengthening its resources. The New West Education Society and Drury College were also recipients of his benefactions. In a thousand ways, unknown to the public, he contributed also to the betterment of the community, and when he died in 1883 the feeling that a good and useful citizen had passed away pervaded all circles. He married Louisa Chamberlain, of Lyndon, Vermont, in 1842, and of four children born to them two were living in 1897. These were George S. Edgell, of New York City, and Mrs. Mary C. Jocelyn, wife of Major S. P. Jocelyn, of the United States Army.

Edmunds, Henry Littleton, la yer and jurist, was born April 2, 183 Birchland, Halifax County, Virginia, so Sterling E. and Mary J. (Claiborne) Edm He was fitted for college at Bellevue H School and then completed his academic ies at the University of Virginia, from w institution he was graduated. In 187 came to St. Louis, and since then he has p ticed law in this city, except while servin the bench. In 1892 he was elected judge o St. Louis Criminal Court, and held that o until 1897, winning the commendation o bar and of the public by his businesslike duct of the affairs of the court and the ab and conscientiousness with which he charged his judicial duties. In 1898 he was nominee of the Democratic party, with w he has always affiliated politically, for a cuit judgeship, but was defeated, the Repu cans electing their ticket by substantial ma ities at the ensuing election. As a practitio he has been eminently successful, and is ran among the able, scholarly and high-min lawyers of St. Louis. He is a member of Presbyterian Church, and belongs to the S ond Church of that denomination in this In fraternal circles he is known as a mem of the Masonic order and of the order Knights of Pythias. June 10, 1895, Ed Edmunds married Miss Almy Breckinri daughter of the late Judge Samuel M. Br inridge, of St. Louis.

Edwards, Albert Gallatin, lo resident of St. Louis and a man who achie distinction both as soldier and civilian, born in Lexington, Kentucky, in 1812, so the pioneer jurist and statesman, Gove Ninian Edwards, who was Chief Justice Kentucky when he was thirty-one year age, first and only Governor of the Terr of Illinois, one of the first United States S ators elected from that State, and Govern the State from 1826 to 1830. Albert Gal Edwards was educated at West Point Mil Academy, and after his graduation from institution was commissioned a second tenant in a cavalry regiment, waiving his to a furlough to participate in the Black H War, in 1832. For ten years thereafter he in active service in the army, participating various campaigns against the Indians spending a large portion of that time on frontier. At the end of this ten years of



Charles Ehlermann

service he resigned his commission and returned to civil life, becoming connected with the old-time wholesale house of William L. Ewing & Co., of St. Louis. He was engaged in business in this city at the outbreak of the Civil War, and at once tendered his services to the government in defense of the Union. Governor Hamilton R. Gamble commissioned him brigadier-general of State troops and placed him in command of St. Louis. In this capacity he rendered important services to the State and to the Federal government, and throughout the war he was one of the active and zealous Unionists whose action and influence contributed so largely to the success of the Federal arms in the West. During a portion of Governor Gamble's administration he served as bank examiner of Missouri and shortly after President Lincoln's second inauguration he was appointed United States Treasurer in charge of the subtreasury at St. Louis. His sterling integrity and his capability as a financier admirably fitted him for this office, and he continued to hold it under all administrations until the Republican party was deposed from power by the election of President Cleveland. He was succeeded by a Democrat under President Cleveland's administration, and after his retirement from office organized the firm of A. G. Edwards & Son, stock and bond brokers, composed of General Edwards and his eldest son, Benjamin F. Edwards. Later George L. Edwards, a younger son, was admitted to the firm, which is now known as the A. G. Edwards' Sons' Brokerage Company, the sons having succeeded to the business established by their father. General Edwards remained at the head of the firm until his death, which occurred April 19, 1892, and as a business man he was no less esteemed than as a public official. From boyhood to old age his life was full of interesting incident, and the condition in life to which he was born, coupled with his own distinguished services as soldier and public official, brought him into intimate relations with many of the most prominent men of his time. During his term of service in the United States Army he was an officer in the same regiment with Jefferson Davis, afterward President of the Confederate States government, and in subsequent years he enjoyed the intimate friendship of many men equally distinguished in public life. In St. Louis, where he was best known, he was both honored and loved by his fellow-citizens. His wife, who, before her marriage, was Miss Mary E. Jenckes, survived her husband several years, dying in 1897.

Ehlermann, Charles, manufacturer, was born January 22, 1846, in Germany, son of Henry and Minna (Wattenberg) Ehlermann. His birthplace was the ancient city of Rothenburg, Germany, formerly the residence of the Bishop of Verden, situated in the Province of Hanover, between the cities of Bremen and Hamburg. Mr. Ehlermann spent his childhood there, and there obtained, under the preceptorship of a private tutor, the major part of an education which was designed to fit him for commercial pursuits, his father being somewhat extensively engaged in business as a general merchant and grain dealer. In the belief that he would find opportunities to improve his condition in life more abundant in this country than in his native land, he determined to set out for the United States when he was but fourteen years of age, arriving in St. Louis on the eve of the Civil War. One of his uncles, who was then actively engaged in business in St. Louis, was a partner in the firm of Wattenberg, Busch & Co., of which the now famous brewer, Adolphus Busch, was also a member. Mr. Ehlermann entered their employ as office-boy, but within a year thereafter his capabilities and his faithful discharge of his duties caused him to be promoted to bookkeeper of the establishment. After a time he became city salesman, as well as bookkeeper, and at once demonstrated that he had the genuine mercantile instinct and, along with it, the tact and suavity of manner which gains and holds trade. So well did he succeed in this capacity that, young as he was, he was assigned to duty by his employers as a traveling salesman and continued to represent their interests with great success until he "quit the road," as commercial travelers say, to engage in business on his own account. The firm by which he had been employed during these years dealt in hops and manufactured malt, for which a great demand was being created by the rapid expansion of the beer manufacturing industry in the West and Southwest. Mr. Ehlermann's employment had made him familiar with all the details of the business, and he had the sagacity to perceive that the development of trade in these products had only fairly begun. He determined to share in the

prosperity in store for those who should avail themselves of a ripe opportunity to engage in this business in St. Louis, and although he had little cash capital, he had a resourceful nature and a good standing with the business men of his acquaintance. Forming a partnership with Charles Rueppel and Charles Rebstock, they purchased the business of the establishment with which Mr. Ehlermann had previously been connected, in 1863, the firm thus constituted being known as Charles Rueppel & Co. Mr. Rebstock retired from the firm at the end of a year, and Mr. Ehlermann purchased Mr. Rueppel's interest at the end of nine years. He then continued the conduct of the business as owner of the entire plant until 1886, when he organized and incorporated "The Charles Ehlermann Hop and Malt Company," with a paid-up capital of $200,000. He has since been president of this corporation and the owner of nine-tenths of its capital stock. The buildings now occupied by this establishment were erected in 1881, and it has no superior among the malting plants of the country in its furnishings and equipment, or in the method of its operation. In a financial way Mr. Ehlermann has been eminently successful, and his fortune has been entirely of his own building. In the course of his business career he has gained also that high standing as a man of affairs which is the reward of strict probity, fair dealing and a conscientious regard for every obligation which has rested upon him. His success has been the result of close attention to and intelligent supervision of his business, coupled with a careful study of markets and trade conditions, and the exercise of good judgment. From the time he entered the malting establishment of Wattenberg & Busch as an office boy down to the present, he has made a study of the business in which he is engaged, and he is known to-day as one of the best informed maltsters in the United States, being a recognized authority on many matters pertaining to the industry. A combination of German conservatism and American progressiveness has made him at the same time a prudent and an enterprising man. He is a typical representative of the best German-American citizenship, a lover at the same time of America and its institutions and of the traditions and customs of the Fatherland. A glimpse at the sentimental side of his nature is afforded by the fact that he purchased, some years since, the old homestead in Rothenburg, which is visited not infrequently by himself and family. His religious views are broadly g eral, and in political action he exhibits spirit of independence characteristic of countrymen. Mr. Ehlermann married 1872, Miss Chrissie Gebbers, daughter of Pr fessor C. F. Gebbers, Esq., of St. Louis, a has three children, named respectively Ol Marguerite and Carl Ehlermann.

Eichbaum, George Calder, ar was born in the year 1837, in Bowling Gr Kentucky. His father, George R. Eichba who was a prominent civil engineer, was b in Pittsburg, Pennsylvania. The elder E baum was long in the service of the Un States government, and had charge of the provements of the Osage River at the tim his death, in 1873. The mother of Georg Eichbaum, whose maiden name was He Calder, was a native of Aberdeen, Scotl Mr. Eichbaum attended, as a youth, schools of Pennsylvania and Ohio, and in e life followed civil engineering in We Pennsylvania. A love of art was, how inherent in his nature, and he abandoned engineering to receive art instruction u the preceptorship of David R. Smith, of H burg, Pennsylvania. In 1859 he came t Louis and opened a studio in the Sm Building, at the corner of Sixth and Streets, and ever since that time he has closely identified with art development in city. He has painted portraits of rare be and excellence, and has devoted himself m to this branch of art, painting only an sional figure piece. His paintings have exhibited at various times in the Nat Academy of Design, of New York, amo some years he had a studio in the Sher Studio Building, at the corner of Fifty-se Street and Sixth Avenue, in that city 1878, at the time of the Universal Expo in Paris, he visited Europe and passed time in the art centers of the old world beauty of coloring and truthfulness of lik his portraits rank among the best paint Western artists.

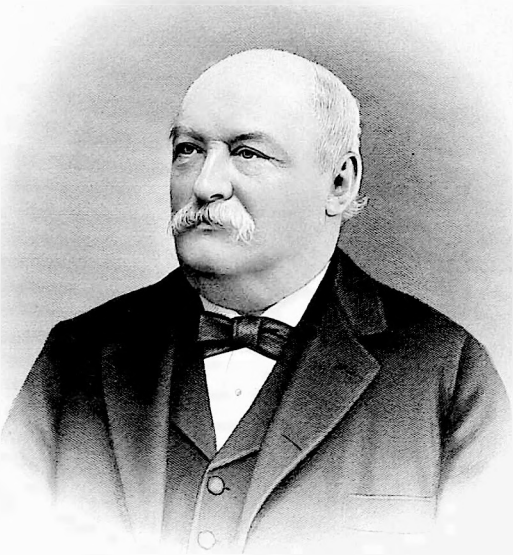
Eichbaum, Lizzie Leslie, artis born in Pennsylvania, and is a sister well-known portrait painter, George C. baum. She was educated in St. Louis a New Albany, Indiana, and then took up

a vocation. She first studied in the St. Louis School of Fine Arts, and was awarded a medal by that institution in 1882 for the excellence of her work. Later she was a pupil of William M. Chase, in the summer art class at Shinnecock, Long Island. She has painted many heads in oil and pastel, and also landscapes and flower pieces, which are prized for their beauty and highly artistic finish.

Eicks, Herman Henry, manufacturer, was born April 27, 1833, in Borgholzhausen, Germany, and died in St. Louis in 1888. His parents were Herman H. and Wilhelmina (Gosebrink) Eicks, and although born in Germany himself, his paternal ancestors had migrated to that country from Holland, and the family name was originally Van Eicks. Mr. Eicks obtained his early education in the schools of the village in which he was born, and completed the course of study which fitted him for a successful business career in one of the private German schools of St. Louis, his parents having removed to this city while he was still a child. As a youth he was somewhat adventurous, and in 1849, when he was only sixteen years of age, he set out from this city with a party of gold hunters bound for California. Traveling overland in a kind of wagon known in those days as a "prairie schooner"—well remembered by the older residents of St. Louis—and which was drawn by an ox team, he reached the Pacific Coast at the end of a three months' journey, and, in company with his comrades, started out on the hunt for gold. He spent two and a half years thereafter in prospecting and mining, and having accumulated what seemed to him, in those days, to be quite a fortune, determined at the end of that time to return to the States. Leaving San Francisco on the vessel "Yankee Blade" bound for New Orleans, he had the misfortune to be shipwrecked the first night out. Shortly before the "Blade" sailed, the captain of that vessel and the captain of another vessel sailing at the same time had banqueted together, with the result that they went aboard in a somewhat hilarious condition, and when the vessels were well under way, inaugurated a race which ended in shipwreck and the loss of many lives. Mr. Eicks was saved by lashing himself to one of the masts and finally drifting ashore, in an unknown region. There he lay for two days, suffering greatly from the heat and hunger until he was picked up by a party of Mexicans, who gave him something to eat and supplied him with clothing. They then carried him a great distance into the interior, he riding bareback on a pony and experiencing no little discomfort and hardship on the trip. As a result of the shipwreck, he had lost all his earthly possessions, the most important part of which was $1,500 in gold, which he had accumulated by his mining operations. When he finally reached the place for which his Mexican rescuers were bound, he found himself entirely without means of any kind, but was given an opportunity to earn something by his labor, and in the course of time managed to save money enough to continue his journey homeward. He then sought the nearest sea-port and some time later boarded a vessel which sailed around Cape Horn and landed him safely in New Orleans. From there he returned to St. Louis, content to turn his attentions to more staid pursuits than the search for gold on the Pacific slope. About a year after his return he engaged in the manufacture of wagons and carriages, establishing a factory first at the corner of Sixteenth and Market Streets. Later he removed his business to the corner of Cass Avenue and Fifteenth Street, and built there a large establishment, which is still owned and operated by his son, Henry A. Eicks. This business enterprise prospered greatly from the start, and by degrees he built up a handsome fortune. He had the wisdom to perceive that St. Louis was extending rapidly in various directions, and his judicious investments in real estate contributed largely to his prosperity. He established his homestead at the corner of Taylor and Maffitt Avenues, and exhibited his refined tastes in the adornment of his grounds with trees and shrubbery, which have since made the place a bower of beauty. It is still occupied by his widow, and is one of the charming old-time homesteads of St. Louis. While he was never active in politics, Mr. Eicks belonged to that German-American element of St. Louis' population which, during the years immediately preceding the Civil War, arrayed itself almost solidly against the institution of human slavery, and when the Republican party came into existence with the avowed object of restricting and ultimately extinguishing slavery, he allied himself with that party and continued to be identified with it to the end of his life. He was a Lutheran churchman, and for some time was a member of St.

Peter's Evangelical Lutheran Church. He was liberal always in the bestowal of charities, and under all circumstances was a sympathetic, kindly, generous man. In fraternal circles he affiliated with the Odd Fellows, the Masons and the Knights of Honor. He was married in 1854 to Miss Mary Margaretta Helle, who was born in Osnabrueck, in the Province of Hanover, Germany, and came to this country when she was fourteen years of age. Six children were born of their union, named respectively, Hermina—now Mrs. Gustav Bischoff; Henry Arnold Eicks, William Frederick Eicks, Henrietta—now Mrs. Charles Simon; Alexander William Eicks, and Alfred August Eicks.

Eiseman, Benjamin, merchant, was born in Baden, Germany, in the year 1833. His father, Joshua W. Eiseman, died when the son was but fourteen years of age, and on this account he was compelled to leave school and begin earning his own living. He did not, however, cease making efforts to better his education, and after working hours applied himself to his books and thus broadened his intelligence and added to his store of knowledge. For five years he clerked in a banking and mercantile house in Baden, and then decided to come to this country, the city of Philadelphia being his objective point. He arrived there unacquainted with the language and customs of the country and first attended school a year, mastering, in the course of that time, the English language. At the end of this year one of his uncles, who was engaged in the dry goods business at Davenport, Iowa, offered him a clerkship and the acceptance of this offer brought him to the West. After he had been some time at Davenport, he was offered a more satisfactory position at St. Joseph, Missouri, and going to that city he remained there until the beginning of the Civil War. About that time he went to Memphis, Tennessee, an accomplished salesman and capable merchant, and forming a copartnership with Henry Rice and William Stix, they established a wholesale and retail dry goods store in that city. This proved a prosperous venture, and, besides attaining prominence as a merchant, Mr. Eiseman helped to organize several insurance companies and also the First National Bank of Memphis, of which he was a director, while residing in that city. Their wholesale business having grown to large proportions, they abandoned the retail field 1867, and thereafter, until 1881, their house one of the leading wholesale houses of Me phis. The yellow fever epidemic which pro trated the business of that city in 1879 made necessary for Mr. Eiseman and his associat to establish a branch house in St. Louis, a two years later they removed to this city occupy the larger field which it opened up them. In this city the firm of Rice, Stix Company has constantly expanded its oper tions and its trade, and is now number among the great wholesale dry goods hous of the West, and among the leading insti tions of its kind in the United States. this house Mr. Eiseman has long been "cre man" and financial manager, and those fami with the conduct of great merchandising tablishments can readily understand how la a share of its success has been due to his k perceptions and good judgment and his a ity as a financier. He has been all his li close student of financial and commercial pr lems, and the success which he has him achieved as a business man and his recogni sterling integrity have caused him to be c sulted by his friends and acquaintances c cerning many matters relating to investm and commercial transactions. To be brou into contact with him in social life, howe is to be afforded the best opportunity to f a just estimate of the nobility of his char and of his genuine worth as a man. K hearted and amiable in his daily interco with men, he is always ready to do anyth his power to better the condition of his fel men. No charity in St. Louis seeks in vain his assistance, and he is exceptionally broa minded in his benevolence, neither race creed being discriminated against. His seems to overflow with the milk of hu kindness, and so numerous have been his of generosity and so wide the range of beneficence that his friends have institu comparison between him and the Eng Jewish philanthropist, Sir Moses Haim M tefiore, and he is not inaptly termed "the M tefiore of St. Louis." With a large acqu ance among travelers, he is a prince a entertainers, and his home on Pine Street scene of frequent gatherings of the mo teresting character. He is a director in Continental National Bank and Lincoln T Company, of this city, and member of Commercial, St. Louis, Columbia, Merc



R. Eisenmann

and other prominent social and educational clubs. Himself a self-made man, he has always interested himself in advancing young men who have to make their own way in life, and many such have had cause to regard him as a true benefactor.

Eitzen, Charles D., was a distinguished citizen of Missouri, who, although not a resident of St. Louis, was so closely identified with many of its most important business interests that his history is a part of the history of this city. He was born in Bremen, Germany, August 20, 1819, and from there emigrated to the Isle of St. Thomas, West Indies, coming later to this country. When a colony of sturdy Germans of Philadelphia selected a settlement in Gasconade County, on the Missouri River, and named it "Hermann," young Eitzen, then only eighteen years of age, was one of the first to reach the place which they proposed to make their future home. He arrived there in 1837, about the time the first plat of the town was made, and from the time this town of Hermann was carved out of a portion of Gasconade County until his death he was one of its ruling spirits. For three years he was a clerk in the first and only store in the town, kept by Mr. D. Widersprecher, and in 1841, when but twenty-one years of age, he purchased this store and the building in which it was conducted from his principal, with borrowed capital—which, however, he repaid with interest in less than two years' time—and began, on his own account, a business which he continued until 1891. He carried on a general merchandising business, keeping for sale practically everything which the people of that region needed to buy, and in 1855, before the completion of the Missouri Pacific Railroad to Hermann, he engaged largely also in the lumber business, in which he was remarkably successful, shipping great quantities of yellow pine to points on the Missouri River, besides supplying the local trade. At the same time he was agent of an iron company, which operated mines near St. James, Missouri, and hauled its product to Hermann with teams. He was a large owner in two steamboats, one of which was named the "James H. Lucas," and the other "El Paso," and the iron ore, or "blooms," were shipped under his direction by these boats to points on the Mississippi and Ohio Rivers. In the year 1848 he established the first ferry which made regular trips across the Missouri River between Hermann and the north side of the river, and which was operated by horse power. This ferry brought to Hermann a considerable amount of trade from Montgomery County on the opposite side of the river, and aided materially in building up the town. In all business transactions he was scrupulously exact in discharging every obligation and meeting the full measure of his responsibility, and his word was as good as his bond in all public, as well as private, business affairs. Politically he was identified with the Republican party from the time that organization came into existence, after the Whig party. In 1841 Mr. Eitzen cast the only Whig vote in Gasconade County, and during the Civil War he was an ardent supporter of the Union cause, acting a part of the time as captain of a company of militia which was in active service in the field at the time of the raids into Missouri made by General Price and General Marmaduke. In 1861 he was elected a member of the Constitutional Convention from the district composed of the counties of Franklin, Gasconade and Osage, and as a member of that body did all in his power to prevent the secession of the State of Missouri. In 1875 he again represented the same senatorial district in the Constitutional Convention of that year, and in 1876 was elected a member of the Twenty-ninth General Assembly of Missouri. In 1871 he became identified with the management of the public schools of Hermann, and under his direction, and as a result of his inspiration, the present commodious school house was built in that place. A lot of ground adjoining the school building was purchased and donated by him to the school to be used as a play ground by the pupils. Thereafter until his death he took a deep interest in the educational affairs of the town which he did so much to build up, and was a member and presiding officer of the school board up to the time of his death. For twenty-five years he was a member of the town board of trustees, and during most of that time he acted as mayor of the city. The vivifying effects of his enterprise, activity and progressiveness were felt by all the business interests of Hermann and the surrounding country, and for many years he was the foremost citizen of Gasconade County, a man of whom any community might well be proud. Very early in his career in Missouri he became intimately associated in a business way

with some of the leading citizens of St. Louis, and during the later years of his life he had very large interests in this city. In the year 1841 he was commissioned by Mr. Charles P. Chouteau to sell his lands bordering on the Missouri River, between Washington, Missouri, and the Gasconade River, and he had some interesting experiences in this connection. It was his custom to turn over to Mr. Chouteau the proceeds of such sales as he had made when the famous fur trader visited him in the course of his trips up and down the Missouri River on fur trading expeditions. There were no banks or depositories for money in Hermann in those days, and Mr. Eitzen used to bury the gold coin which he received, in different places—known to himself only—in the hills or bluffs of the river bank, until an opportunity presented itself for paying it over to Mr. Chouteau. At one time he took from these secure hiding places over $10,000, which he handed to Mr. Chouteau, who expressed great surprise at receiving so much money at one time from the sale of lands which he had considered of comparatively little value; lands called "Chouteau's Claim." At the time of his death Mr. Eitzen was the largest shareholder in the Laclede Gas Light Company, of St. Louis, and also in the Boatmen's Bank, and was largely interested as a stockholder in the National Bank of Commerce, the Merchants-Laclede National Bank, the Mechanics' Bank, the Third National Bank, the State Bank of St. Louis, and other corporations of this city, and was regarded by local capitalists as one of the best judges of investments and securities and one of the ablest financiers in the State. On the 23rd of April, 1844, Mr. Eitzen married Miss Jane Elizabeth Kehr, theirs being the first marriage ceremony which took place in the then new settlement of Hermann. On the 23rd of April, 1894, they celebrated the fiftieth anniversary of their wedding at their home in Hermann, and the occasion was one which will long be remembered by the people of that city. All the residents of the town were their guests on that day, and many friends came from other cities to participate in the festivities which gladdened all hearts. Of seven children born to them two daughters and one son were living in 1898. On the afternoon of New Year's Day, 1896, Mr. Eitzen sat in his office in his store building writing letters and chatting pleasantly wi wife. The household servants having granted a holiday, Mrs. Eitzen repai their home to prepare supper, Mr. E promising to follow her soon. As he di come when she expected, Mrs. Eitzen retu to the store, and upon entering the office horrified to find her husband lying upon the floor, he having fallen a victim sudden stroke of apoplexy, of which there been premonitory symptoms twice Never in the history of Hermann were such general expressions of sorrow and re as when the news of his death was given t public. His funeral took place on Satu January 4th following, under the auspi the Masonic lodge, of which he had be member for forty-five years. He had been for almost as long a time an active, wor member of the Grand Lodge of Mason Missouri, and a feature of the obsequies the reading of the beautiful burial rit his grave by Rev. John D. Vincil, of the G Lodge. The religious services were ducted by the Rev. W. F. Bek, who pa eloquent tribute to the memory of the dec at the family residence, and afterward o up a fervent prayer at the tomb. The monie Singing Society sang an impre anthem at the residence, and the ceremon deeply impressive throughout. The fu cortege, headed by the "Apostle Band," very imposing, and to those present it se that the spirit of Charles D. Eitzen lingers lovingly in the town which he had seen s into existence, and of which for fifty-e years he had been so large a part. A that the remains of the chief benefactor o town were that day laid in the family tom though his memory and his good deed live in the minds of men and in the histo the place for generations to come. In his will and testament he bequeathed to Herm the sum of $50,000 in bonds to be used fo purpose of building a new court house o site of the old court house in that city, and is said to be the only instance of present r in the annals of our country where a p citizen contributed the funds to erect a c house for a county or State. The new c house thus provided for was built in due c of time, and on the 25th day of May, was publicly and formally dedicated to the for which it was designed.

Election, City. —The general election for mayor and all other elective city officers is held on the first Tuesday in April every four years, except as otherwise specially provided for. The first election under the new charter was held in 1877, and the successive four-year periods are counted from that year. Every male citizen of the United States, and every person of foreign birth who may have declared his intention to become a citizen of the United States, according to law, not less than one year nor more than five years before he offers to vote, who is over the age of twenty-one years, who has resided in this State one year next preceding the election at which he offers to vote, and during the last sixty days of that time shall have resided in the city, and during the last twenty days of that time in the precinct at which he offers to vote, who has not been convicted of bribery, perjury or other infamous crime, nor directly interested in any bet or wager depending on the result of the election, nor serving at the time in the regular army or navy of the United States, shall be entitled to vote at such election for all officers, State or municipal, made elective by the people, or at any other election held in pursuance of the laws of this State, but he shall not vote elsewhere but in the election precinct where his name is registered, and whereof he is registered as a resident.

Election Commissioners, Board of.—A State board limited to cities having a population of 100,000 and over, and limited, therefore, for the present to St. Louis and Kansas City. It was created in 1895 to supersede the recorder of votes who, before that, had supervision of the registration of voters, the distribution of ballot boxes and other ministerial features of the management of elections. The board consists of three commissioners—the first appointed by the Governor of the State, to hold office for four years, who is the chairman; the second appointed also by the Governor of the State, and holding office for two years; and the third appointed by the mayor of the city, and holding office for four years, who is the secretary. The secretary, appointed by the mayor, must be of a different political party from the chairman appointed by the Governor. No one of the commissioners may hold any other office nor be a candidate for office. The board, besides having charge of registration and making the necessary arrangements for election, examines and casts up the votes and gives certificates to the successful candidates. The chairman and secretary of the board receive a salary of $2,500 each, and the second commissioner $2,000. The first commissioners were Chas. B. Higgins, chairman; Thaddeus C. Harris, second commissioner, and William Flewellyn Saunders, secretary. The office of the board is in the City Hall.

Electrical Supply Trade. —The first establishment in St. Louis dealing in what is called electrical supplies and appliances was the Electrical Merchandise & Brokerage Company, opened on Locust Street, between Eighth and Ninth, in 1882, with Louis Fishback for manager. The application of electricity to new uses from time to time made the business an important one and caused the establishments dealing in electrical supplies to multiply rapidly. In 1889 there were thirty-five establishments for making such supplies and appliances in the city, having an invested capital of over $1,000,000, employing 400 persons, paying out $266,000 per annum in wages, and turning out a manufactured product of $675,000 value per annum. In 1897 there were three hundred establishments making and dealing in such supplies, 1,500 persons employed, to whom $667,000 a year was paid out in wages, while the value of the business was estimated at $1,500,000 per annum.

D. M. Grissom.

Electric Circle.—An association of young men in the employ of electrical companies, which existed in St. Louis between the years 1894 and 1898. It had a membership of about fifty persons, and its purpose was the mutual improvement and social enjoyment of those who belonged to it.

Electric Club.—A club organized in 1897 as a result of the meeting of a convention of electricians in St. Louis. It was composed of gentlemen identified with electrical interests in St. Louis, and Robert McCollough was elected president at its organization. Regular meetings were held for some time in the Equitable Building, at the corner of Sixth and Locust Streets, but lack of interest caused the club to pass out of existence at the end of the year.

Electric Lighting.—Electricity came so rapidly into use as a motor and for lighting after the year 1880 that it is sometimes thought we knew nothing of electrical lighting, and but little of electricity, before that time. But the arc light was exhibited in lecture rooms in 1802, and in 1821 Sir Humphrey Davey exhibited his electric light—a magnificent 4-inch arc, fed by 2,000 cells of battery. There the matter was allowed to rest, and Faraday, with all his knowledge of electricity and skill in using it, died an old man before the electric arc came to be a street light in London. About the year 1879 the electric arc light began to make its appearance and found the world ready for it—and from that year began the general commercial introduction and development of electric lighting. In 1887 there were in the United States alone 140,000 arc lights in the all-night service of street lighting and 650,000 glow or incandescent lamps; and two years later, in 1889, the arc lamps had increased to 225,000, and the glow lamps to 3,000,000. The arc light consists of two points or pencils of graphite carbon, placed in line with one another, with a common axis, and with the tips nearly together. These, with the intervening air space between their points, form part of an electric circuit. As long as the air between the points remains cold it is a poor conductor, and it must, therefore, be heated to enable it to do its part in the circuit. This is done by drawing the points together till they are in contact, and then, as the air at the point of contact becomes heated, gradually separating them. There is a clock-work arrangement by which the double movement of the carbon points toward and from one another is automatically regulated.

The incandescent or glow lamp consists of a filament of carbon in an exhausted bulb of glass. This filament may be brought to a white heat in the exhausted bulb, where there is no oxygen, without combustion, and without being consumed. The light of an incandescent lamp is due to a carbon surface, all at one temperature, which temperature varies with the electrical energy expended in the lamp—while the light of a gas or petroleum flame is made up of radiation from a great number of separate carbon particles, the temperature of which depends on their position within the flame. Electric lighting is well adapted to marine uses, and was introduced on board ships even before it became general in large cities. The man of war "Tren[illegible] was lighted with electricity in 1882, and [illegible] then all fighting ships and all passenger sta[illegible]ers have an electric plant as an indispen[illegible] part of their outfit. The great value of [illegible] electric searchlight was strikingly dem[illegible]strated in the war with Spain, in 18[illegible] lighting up a hostile harbor and coast, [illegible] illuminating the space between the block[illegible] squadron and the shore, so that not even [illegible] smallest boat could approach without b[illegible] seen and becoming a target for our [illegible] The first electric lights made their appear[illegible] in St. Louis in 1880, and were regarded [illegible] curious interest. They gradually increase[illegible] number until electrical illumination had m[illegible] such progress and found such favor in ba[illegible] railroad depots, theaters and other pu[illegible] places, and was so clearly being recognized [illegible] the coming method, that the city of St. Lo[illegible] without giving up its gas lighting, made [illegible]rangements in 1889 for the introduction [illegible] into the system—and it was only a few y[illegible] before it had nearly superseded gas. The [illegible]port of the supervisor of city lighting [illegible] the year ending April 12, 1897, shows [illegible] there were 500.79 miles of street and [illegible] miles of alleys lighted by electricity: [illegible] miles of street lighted by gas, and 5.53 [illegible] of street lighted by gasoline. There [illegible] 2,307 arc and 3,916 incandescent lamps, [illegible] gas and 169 gasoline lamps in use. T[illegible] were in the various public city buildings [illegible] incandescent lamps of the first class, and [illegible] of the second class. The cost of city ligh[illegible] for the year was $336,078, and of this [illegible] $271,069 was paid for electric lights, $[illegible] for gas and $4,617 for gasoline. Of the $[illegible] 069 paid for electric lights $214,892 was [illegible] streets, alleys and parks, and $55,954 for p[illegible]lic buildings. The accidents reported to [illegible] department were four persons and six h[illegible] killed by contact with wires, thirty-two [illegible]sons shocked by contact with wires, three [illegible]sons injured by falling from poles, two per[illegible] asphyxiated by illuminating gas and one [illegible]son killed by gas explosion. There were [illegible] miles of street occupied by railway tracks [illegible] 301 miles of tracks strung with trolley w[illegible] The comparative cost of lighting the st[illegible] and public buildings for the eight years en[illegible] April 27, 1897, was, for 1890, $341,117; [illegible] 1891, $242,790; for 1892, $246,718; for 1[illegible]

$257,766; for 1894, $275,979; for 1895, $293,506; for 1896, $313,948; for 1897, $314,339.

Electric Motor Cars.—The first experiments with electric motor cars in St. Louis were made in 1887. The first car of this kind to run over a St. Louis street railway was car No. 89, of the "Julian system." The car was reconstructed at the Lindell Railway stables, on Washington Avenue and Twenty-second Street. On Sunday afternoon, April 24, 1887, when the car was in readiness, a party consisting of E. J. Bagnall, the electrician; L. C. Miller, interested in the motor; David Mason, an electrician; John M. Gilkeson, superintendent; George W. Baumhoff, of the Lindell Railway Company; President John H. Maxon, of that company; William A Hargadine, and Felix Rohl, the electrician in charge of the car, embarked on board this first car ever propelled by an electric motor in St. Louis. On leaving the stable the extraordinary action of the car produced the liveliest excitement. Eight storage batteries, containing 120 cells each with a capacity of 2.35 volts, had been stored beneath the benches. The motor and running gear were placed beneath the car floor. Under each platform was a regulating lever covered by a circular box. The armature made from 800 to 900 revolutions per minute, while the wheels made 100 at normal speed. The electricity was furnished from a dynamo in the stable. The car had a storage of electricity sufficient to move it forty-five miles. Thus was started out the first electric car, it being independent of overhead trolley wires or other outside visible devices. Like a huge animal it plunged into the unknown, carrying, like the steam locomotive, its own food to generate the motive power.

Elevators.—Elevators for the storage and handling of grain were not introduced in St. Louis until some time after they had been in use in Chicago and other cities of the Northwest, and when they were introduced here it was as a means of preserving the grain trade which St. Louis had long enjoyed. The grain crop of the West and Northwest had grown to such a volume that the handling of it was a matter of great concern, and the cities were competing with one another for a share of it by offering cheap methods of receiving, storing and shipping it—and it was out of this contest of cheapness that the change from shipment of grain in sacks to shipment in bulk was brought about. For several years prior to 1864 there had been considerable discussion of the necessity for new methods of handling grain in St. Louis, and in 1860 there was a proposition made for erecting an elevator on the levee, and a bill permitting it was passed by the city council, but it was vetoed by the mayor, and it was not until four years afterward that the first elevator was built on the levee, between Ashley and Biddle Streets. The enterprise was not as successful as it was thought it would be, for it was discovered that one elevator, without subsidiary agents, could not effect the needed change in handling grain. But a few years afterward came two other improvements—the jetties, affording a deep-water outlet at the mouth of the Mississippi River for heavy-laden vessels for Europe, and the shipment of grain in bulk down the river on barges towed by steamers. The effects of these improvements began to show themselves at once; the receipts of grain increased, and more elevators were required for the accommodation of the growing trade. One after another was built until, in 1896, there were eleven public elevators, with a capacity of 11,000,000 bushels, and seventeen private elevators, with a capacity of 2,473,000 bushels—the entire twenty-eight having an aggregate capacity of 13,473,000 bushels. In this period of thirty-two years, from the time the first elevator was erected in 1864, the receipts of wheat, corn and oats at St. Louis were largely increased, the increase having been from 9,790,368 bushels in 1864, to 20,543,865 bushels in 1874; to 43,013,085 bushels in 1884, and to 48,906,003 bushels in 1896. The shipments likewise increased from 5,742,732 bushels in 1864, to 9,115,060 bushels in 1874; to 27,093,601 bushels in 1884 and to 32,088,995 bushels in 1896; and it was recognized that this remarkable growth of the St. Louis grain trade was due, in no small measure, to the admirable arrangements for handling it furnished by the city's system of elevators.

D. M. GRISSOM.

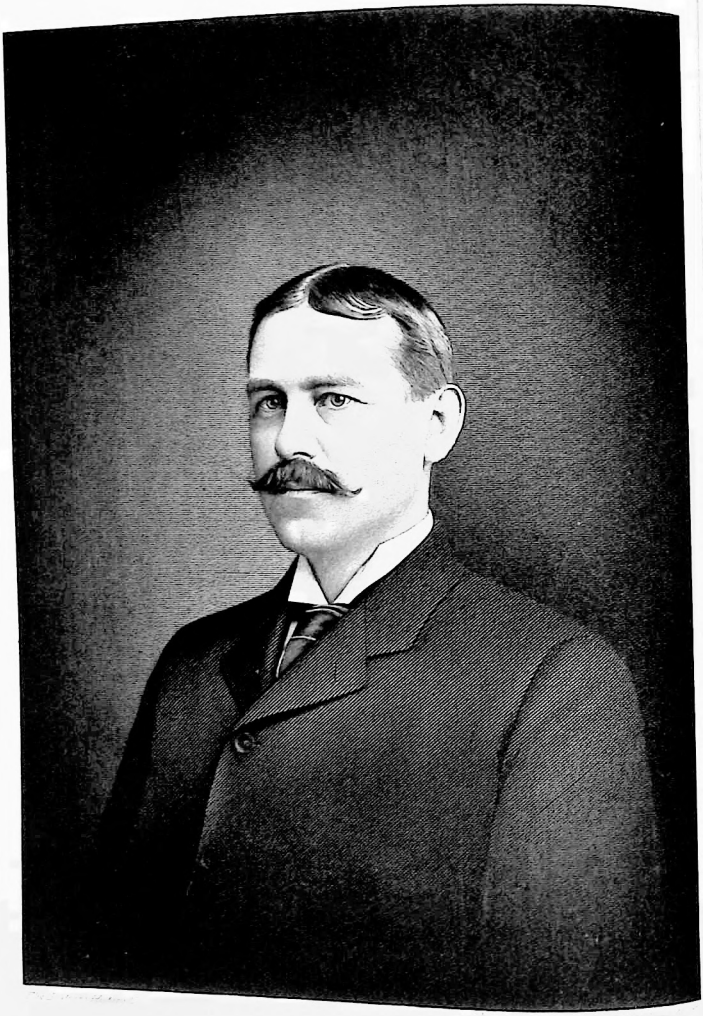
Eliot Society.—In the fall of 1887 all of the interests in which the women of the Church of the Messiah were, as members, engaged, were, at the suggestion of the pastor, Rev. John Snyder, consolidated into one organization called the Eliot Society. While the purpose of this society is effective and sys-

tematic church work, it has exerted an influence extending far beyond the limits of the church and denomination. The officers are a president, three vice-presidents, a secretary and a treasurer. These officers, with the addition of two members elected by the society, form the executive board. The various interests are looked after by no fewer than eleven standing committees, whose chairmen are appointed by the executive board. Each chairman selects her associates, three or four in number, who are confirmed by the board, after which each committee is free to develop its policy untrammeled, though always in touch with the board and reporting monthly at the regular meetings of the society. The eleven departments are considered almost equal in importance, but from the nature of their work, the associated charities, the mission Sunday-school and the literary are those best known to the general public. During the first four years, 1887-1891, the literary committee, Mrs. C. H. Stone, chairman, took up the study of "such questions of social interest as are found most persistently illustrated in modern novels"; and the semi-monthly evening meetings awakened wide-spread interest. The dramas of Shakespeare were studied in 1891-2, Mrs. J. K. Hosmer, chairman. The program has since then been eclectic in character. Of the various opportunities for culture enjoyed by the women of this congregation none has been more greatly appreciated than the "Course of Study in Christian History," which was conducted by the pastor, the class meeting fortnightly on Tuesday afternoons for four years. The membership of the Eliot Society numbers over one hundred women. Mrs. Eben Richards was the first president, in which office she has been succeeded by Mrs. J. W. Goddard, Mrs. Chester Krum, Mrs. J. E. McKeighan, Mrs. E. A. DeWolf and Mrs. Charles Dexter. Among others who have led in the work of the various committees are Mrs. Charles Le Roy Moss, Mrs. J. K. Hosmer, now of Minneapolis; Mrs. Hugh McKittrick, Mrs. W. G. Eliot, Mrs. John Snyder, Wrs. W. H. Hargadine, Mrs. W. L. Huse, Mrs. L. L. Culver, the Misses Glover, Mrs. Walter D. Heron, Mrs. D. R. Powell and Mrs. Otto von Schraeder.

MARTHA S. KAYSER.

Eliot, William Greenleaf, clergyman and educator, was born August 5, 1811, in New Bedford, Massachusetts, and died at Pass Christian, Mississippi, January 23, 1887. His great-grandfather was brother to the great-grandfather of Charles William Eliot, president of Harvard College, and his father served for many years in the government service. After graduating from Columbian College, Washington, D. C., in 1831, he went to Harvard Divinity School, from which institution he was graduated in 1834. The same year he came to St. Louis and established the First Congregational (Unitarian) Church of the city. He was ordained pastor of this church which became known as the Church of the Messiah, and retained that position until 1856, when he resigned his pastorate to become chancellor of Washington University, of which he was also president. His connection with the University in these capacities continued until his death. During the war he was a member of the Western sanitary commission, and was connected also therein with many of the charitable organizations of this city. He was among the small band of resolute men who assisted General Nathaniel Lyon and Francis P. Blair in preserving Missouri to the Union. A man of untiring energy and rare administrative ability, he was engaged in all sorts of public and philanthropic enterprises, and did much for the intellectual advancement of St. Louis and the Southwest. He was the author of a "Manual of Prayer," "Discourses on the Doctrines of Christianity," "Lectures to Young Men," "Lectures to Young Women," "Home Life and Influence," and numerous other works.

Elks, Order of.—The Benevolent and Protective Order of Elks had its origin in New York City, February 16, 1868. Originally it was composed mainly of members of the dramatic profession, and was modeled after the analogous order of Buffaloes in England. Business meetings were followed by a social session, and at precisely 11 o'clock a toast was always drunk to "our absent brothers." There was much of good fellowship in the parent organization, and it attracted many bright and genial spirits. Its successors have been like unto it in this respect wherever they have been established, and representatives of all the professions and higher callings in life are now to be found among its members. March 10, 1871, the Legislature of New York State granted a charter for a grand lodge, and subsequent



Conrad Elliott

lodges were established in all the larger cities of the country. St. Louis Lodge No. 9 was founded in June of 1878, and chartered December following. Its earliest meetings were held in the Olympic Theater and Druid's Hall, and its first exalted ruler was Thomas E. Garrett, then dramatic editor of the "Republican." The order has an attractive ritual, practices true benevolence in caring for needy members, cultivates the feeling of brotherhood and promotes good cheer through its "social sessions." Its membership in St. Louis was something more than five hundred in 1898.

"Elks' Rest."—A plat of ground in Bellefontaine Cemetery designed as a place of burial for members of the Benevolent and Protective Order of Elks in St. Louis. It was donated to the order by John A. Cockerill.

Elliot, Henry, manufacturer, was born in Roxbourghshire, Scotland, in 1827, and in 1834 went from there with his parents to Newcastle-on-Tyne, England. The elder Elliot was an iron worker and machinist, and was for a time in the employ of Stevenson, the builder of the first railway locomotive. After receiving a plain practical education, Henry Elliot was apprenticed to Coulthard & Sons, locomotive builders of Newcastle-on-Tyne. He completed a five years' apprenticeship, and then worked for the Louca Iron Works, located near Whitehaven, and afterward went to Liverpool. At Liverpool he assisted in the construction of the "Sarah Sands," which was one of the first propellers to cross the Atlantic. After that he worked at his trade in Leith, Scotland, and at Newcastle-on-Tyne until 1849, when he came to the United States. His first work in this country was done in the shops of the Baldwin Locomotive Works, in Philadelphia. From there he went to Richmond, Virginia, and from Richmond came West to Cincinnati, Ohio, where he found employment in the Little Miami Railroad Shops. From 1857 to 1863 he was master mechanic of the Ohio & Mississippi Railroad at Vincennes, Indiana, and in 1864 was employed by the Federal government at Nashville, Tennessee, where, as master mechanic, he had charge of fourteen hundred men. At the termination of his government services, he again entered the employ of the Ohio & Mississippi Railroad Company, and continued in the service of that corporation until 1873. In that year he established, in East St. Louis, the Frog & Switch Manufactory, which is now owned and operated by the Elliot Frog & Switch Company. Until 1879 he resided in East St. Louis, and while there assisted in drawing up the charter for that city and was identified with its banking and other interests. Since 1879 his home has been in St. Louis. Mr. Elliot has been twice married. His first wife was Miss Helen Barry, who died in Vincennes, Indiana. His second wife was Miss Hessie Roach before her marriage.

Elliott, Howard, railroad manager, was born December 6, 1860, in New York City, son of Charles Wyllys and Mary (White) Elliott, the first named a native of Connecticut, and the last named a native of Massachusetts. In the paternal line Mr. Elliott is descended from John Eliot, who was first styled "the Indian Apostle" by Thomas Thorowgood, in 1660, a designation so appropriate that it has secured universal and perpetual acceptance. John Eliot, who was a native of Widford, Hertfordshire, England, landed at Boston, Massachusetts, in 1631, and in later years devoted himself to Christianizing the Indians. He was one of the most eminent of the New England colonists and was an author of note, as well as the most famous Indian missionary of his day. Coming of New England antecedents, it was natural that Howard Elliott should have been educated in New England schools, and after completing a course at Cambridge High School, of Cambridge, Massachusetts, he entered the Lawrence Scientific School, of Harvard University, from which institution he was graduated with the degree of civil engineer in the class of 1881. His connection with railroads had begun a year earlier than this, when he served for a time as rodman with an engineering corps on a branch line of the Chicago, Burlington & Quincy Railroad in Northwest Missouri. After his graduation from college in 1881 he again came West, and was appointed to a clerkship in the office of the vice-president of the Burlington Railroad Company, at Burlington, Iowa. He retained this position until January 1, 1882, at which time he was transferred to Keokuk, Iowa, where he became a clerk in the office of the auditor and assistant treasurer of the St. Louis, Keokuk & Northwestern Railroad Company. November 15th, of the same year, he was appointed assistant auditor and assistant treas-

urer of the last named railroad company, and assistant auditor and assistant treasurer, also, of the Chicago, Burlington & Kansas City Railway. These positions he retained until January 1, 1887, when faithful services and thorough capability gained for him another promotion, and he was made general freight and passenger agent of the same companies. His offices and headquarters remained at Keokuk, Iowa, until 1890, when the rapid increase of the business of these roads caused him to be removed to St. Louis. In 1891 the Chicago, Burlington & Quincy Railroad Company placed under the control of one set of operating offices the Hannibal & St. Joseph Railroad, the St. Louis, Keokuk & Northwestern Railway, the Kansas City, St. Joseph & Council Bluffs Railroad, and the Chicago, Burlington & Kansas City Railway, and Mr. Elliott became general freight agent of the four roads. In 1896 he was made general manager of the same roads and still holds that position. He is also a director in several railway companies, and is president of the St. Joseph Union Depot Company. It is less than twenty years since he began work on a Western railroad in a humble capacity, but within that time he has progressed to a position of great prominence in railway management. Occupying a place among the leading officials of a great railway system, and having proven himself master of every situation in which he has been placed, he is a conspicuous figure in the railway world, and is still a young man, with a brilliant future before him. As a citizen of St. Louis, he has become thoroughly identified with the business and social circles of the city, is a member of its leading clubs, and a warm friend and advocate of its commercial and other interests. Mr. Elliott married, in 1892, Miss Janet January, daughter of D. A. January, during his life a leading citizen of St. Louis. Their children are Janet and Edith Elliott.

Elliott, Samuel Wilson, was born September 29, 1840, in the city of Hamilton, Ohio, and died in St. Louis May 5, 1898. His father was General William J. Elliott, who was an officer in the United States Army in the Mexican War, and his mother's maiden name was Mary Latelle Taylor. He was brought up at Hamilton, obtained his early education in the schools of that city, and was graduated from what was known as Farmer's College, of Rose Hill, near Cincinnati, Ohio. Soon after leaving school, and in the year 1857, he entered the railway service as a clerk in the general ticket office of the Indianapolis, Cincinnati & Lafayette Railroad Company, operating a line which is now a part of the "Big Four" system. He worked his way up to the chief clerkship of this office and was then appointed city ticket agent of the same company at Cincinnati. He was holding this position in 1861, when President Lincoln issued his first call for volunteers to suppress the Southern insurrection and left the railway service to enter the Union Army. He was commissioned first lieutenant of a company of Indiana volunteers by the Governor of that State on the 26th of October, 1861, and his company subsequently became a part of the Fifty-second Indiana Infantry Regiment. As an officer of this regiment he participated in the battles of Fort Donelson, Corinth, Fort Pillow and numerous minor engagements, receiving commendation for his gallantry and bravery at the Fort Pillow fight. In 1863 Governor Morton bestowed on him a major's commission, the commission being accompanied by a personal letter, in which the great war Governor of Indiana complimented him highly on his meritorious services. In November of 1863 he resigned from the military service and entered the employ of the "Big Four" Railway Company as a passenger conductor. He held that position until 1872, when he transferred his services to the Missouri Pacific Railway Company. After serving that corporation for a time as a passenger conductor, he was appointed ticket agent at St. Louis, and held that position until 1878. He was then made general eastern agent of the Missouri Pacific Company, with headquarters in New York, and represented the interests of that corporation in the East until 1880. In the year last named he returned to St. Louis and again became ticket agent, holding that agreeable and remunerative position thereafter until 1895, when he retired from the railway service on account of failing health. He filled all the positions which he held in connection with Western railroads in an acceptable manner and was held in the highest esteem by his superiors among railway officials and by the large number of people belonging to railway and other circles with whom he was brought in contact. Among the veterans of the Civil War who reside in St. Louis, he had hundreds of warm friends, and for many years he

Frank Ely

an active interest in everything pertaining to the Grand Army of the Republic, being a member of Ransom Post of that organization. The Masonic order was the only other fraternal organization with which he affiliated. September 25, 1876, he married Miss Mary E. Kingsley, daughter of J. P. Kingsley, of St. Louis. Mrs. Elliott survives her husband. One son, Samuel W. Elliott, died in infancy.

Ely, Frank, who died of pneumonia in New York City, February 14, 1890, shortly before completing his forty-eighth year, was one of St. Louis' foremost citizens, as well as a leader in her mercantile circles. He was born August 8, 1842, in Carrollton, Missouri, where he spent his childhood and early youth. He very young evinced a natural aptitude for a mercantile life, and when at fifteen years of age he was compelled, through circumstances, to leave off schooling and clerk in the store of his elder brother, Mr. L. B. Ely, at Carrollton, his value as a salesman became apparent.

Two years later he enlisted in the Confederate Army as a private, serving for several months, when he was taken seriously ill and was left by the Missouri Division at Lexington. Recovering from a prolonged illness, he did not rejoin the army, but went to New York, where he remained a year or two. He then returned to Missouri, and secured a position with the wholesale dry goods house of Crow, McCreery & Company, of Main Street, St. Louis. At this time he was but twenty years of age, but with commendable ambition and a firm determination to succeed, he entered upon his duties, promising himself that within five years he would be a partner in the house. Before three years had elapsed his tireless energy and marked ability secured to him the junior partnership.

He remained with Crow, McCreery & Company until 1877, when he withdrew from the firm and founded the house of Ely, Janis & Company. Two years later he formed a partnership with Mr. D. D. Walker, and under the firm name of Ely, Walker & Company soon built up an enormous wholesale dry goods business.

At the time of his death Mr. Ely was one of the leading merchants of his city, and his house had established a wide reputation throughout the country. He was eminently a self-made man. Indomitable courage and a determination to succeed placed him among the leading men of St. Louis. He was regarded by his business associates as a man of most profound honor and clear business sagacity. He was a most public-spirited man, ever holding his city's growth and prosperity dear to his heart. He was tender-hearted, compassionate and liberal, always willing to aid his needy fellow man. He was a dutiful and affectionate husband and father, and a staunch friend, and his death was mourned by all who knew him. Mr. Ely was an earnest, conscientious Christian. His duties of the day were never entered upon without invoking divine aid and counsel, and to this he largely attributed his success.

He married Miss Clara C. Daniel, of Hardinsburg, Kentucky, on the 13th of February, 1873. Five children were born to them, four of whom are living, the eldest, Lewis B. Ely, being now a practicing lawyer in St. Louis. Since her husband passed to the reward of a just and good man Mrs. Ely, always deeply pious and finding the sweetest joys of life in the effort to Christianize mankind, has led a quiet life, devoting herself to the work of the Divine Master, of whom she is an humble and worthy follower.

Emergency Aid.—The name given to an institution founded in St. Louis about the year 1894, which had for its object the answering of sudden calls for help and assistance on the part of the needy and unfortunate. It was designed to facilitate the prompt treatment of the sick, or those injured by accident, and to afford temporary but quick relief to those suffering for food or shelter. The institution had rooms at 1705 Washington Avenue prior to its going out of existence in 1897.

Emergency Guild.—See "Wednesday Club."

Emergency Home.—This home for aged people, infants and children, was originated in St. Louis, August, 1895, by Mrs. Leta Flint, and the shelter was immediately opened at 2605 Morgan Street. Though beginning with only money enough to pay the first month's rent, its growth was rapid and great good has been accomplished. In April, 1896, the home was moved to its present location, 2808 Morgan Street. It is entirely non-sectarian and is free to all who need assistance, excepting only the indolent. Deserted or

widowed mothers, with their young children, are cared for until the mother is able to obtain employment. Women out of work or sickly are received, and positions are obtained for them as soon as possible. Cases of positive illness are sent to the hospital, save in case of infants, or of the very old, who are cared for to the end. No help is employed save in washing and in the nursing of sick infants. No income is derived from board, since as soon as work is obtained for any inmate, she removes to make room for another destitute one. The single exception is where mothers going into domestic services prefer to leave their children here, when they pay a small sum. The house of eleven rooms is far too small to accommodate all applicants, but constantly shelters from twenty-five to thirty persons. As all capable of work remain only a short time and most of the children return to their relatives, or are otherwise provided for, this but slightly indicates the number in urgent need, who are temporarily befriended. Mrs. Flint was prepared for this work through her twelve years' experience as city missionary, under Rev. John Mathews, D. D., and when she felt called to undertake the establishment of the home, Dr. Mathews was her adviser and helper. The first donation of ten dollars came from a poor woman who had been converted through her means, and who wished to help some children, whom she knew to be starving in a basement. Mrs. Flint attributes the success of her enterprise to prayer and faith. All contributions are voluntary, and there are no subscribers or solicitors, so the home is often hard-pressed for means, yet Mrs. Flint expects to have a larger house where she will be able to take destitute aged couples. She receives old men now as transients, when there is room for them. The home is managed entirely by Mrs. Flint. There is no organization, but the enterprise is under the patronage of a number of prominent people, among whom are Rev. John Mathews, Rev. John D. Vincil, Dr. and Mrs. Wm. Reed, Murray Carleton, Mr. and Mrs. G. A. Morgens and V. O. Saunders. Ten doctors, among them well known specialists, have placed their services at call, also an attorney and a stenographer. Ministers of different denominations and other friends frequently lead the Friday afternoon prayer-meetings, and twice a year some patroness arranges a benefit entertainment.

Engel, Jesse, was born March 8, 18[illegible] in Kirkwood, St. Louis County, Missouri, [illegible] of John U. and Mary Engel. His father, [illegible] was a miller by trade, was a native of S[illegible] land, who came to this country in 18[illegible] settled on a farm near Kirkwood. After[illegible] he removed to St. Louis, and after resi[illegible] here some time, went to St. Joseph, Nebra[illegible] where he operated a flouring mill until [illegible] death in 1864. Jesse Engel attended, [illegible] boy, the schools of Kirkwood and St. Lo[illegible] and was a pupil of what had been [illegible] first public school established in St. Lo[illegible] After quitting school he served an [illegible] prenticeship of six years to the brick ma[illegible] trade, and then worked at this trade as a [illegible] neyman until 1861, when he enlisted in [illegible] Union Army, and began a term of militar[illegible] vice which lasted until the close of the [illegible] War. He was first mustered into the Se[illegible] Regiment of Missouri Infantry, enlisted [illegible] three months' service, and served in that [illegible] ment from May until September. Im[illegible] diately after the expiration of his first ter[illegible] enlistment, during which he had been [illegible] moted from private to corporal, he re-enl[illegible] and went into the field with the Second [illegible] souri Heavy Artillery Regiment. Being [illegible] moted from the ranks to mounted orderly [illegible] was assigned to duty on the staff of Ge[illegible] Davis, and served in that capacity until [illegible] close of the war. He took part in the [illegible] campaigns in Missouri, beginning with [illegible] capture of Camp Jackson, and was a pa[illegible] pant in the engagements at Bird's Point, [illegible] and Wilson's Creek, in the last named of w[illegible] General Lyon was killed. He was must[illegible] out of the army and returned to civil [illegible] 1865, and at once took up the occupation [illegible] which he had fitted himself previous to [illegible] war. Since then he has been well know[illegible] one of the builders of St. Louis, and has o[illegible] pied an honorable position among his [illegible] citizens. He is a member of Hassendi[illegible] Post of the Grand Army of the Repub[illegible] the Ancient Order of United Workmen, [illegible] South St. Louis Turners' Saengerbund, [illegible] Protestant Orphans' Home Association, [illegible] the Merchants' League Club. His conne[illegible] with the last named well known political [illegible] fixes his status as a Republican in politics [illegible] religious affiliations are with the Presbyte[illegible] Church. In 1865 he married Miss Li[illegible] Taurback, of St. Louis. Their living chil[illegible]

are Jesse August, Louisa, Marie, William and Daniel Engel.

Engelke, John, manufacturer, was born April 4, 1838, in the village of Kleingiessen, near Hildesheim, in the Province of Hanover, Germany, and died in St. Louis, January 29, 1889. His father was Franz Engelke, who was a prosperous miller and who trained his son to follow the same vocation. After graduating with honors from St. Joseph's Seminary, of Hildesheim, he served his apprenticeship to the miller's trade under his father, and after he had mastered that trade, in accordance with German custom, he visited all the leading cities of Austria-Hungary, in each of which he worked as a journeyman miller, until 1858. He then immigrated to this country, and, coming to St. Louis, obtained his first employment here in a small mill operated by William Schotten. After a time Mr. Engelke associated with himself a partner and purchased what was known as the Southern Mill, which they operated under the firm name of Engelke & Deuster. At a later date the junior partner's interest in this business was purchased by Frank Feiner, and the firm became Engelke & Feiner, well known for many years as operators of the Southern Roller Mills. The product of these mills found a ready market throughout the Southern States, and the trade built up by Mr. Engelke and his partner yielded handsome returns, and in the course of time made Mr. Engelke a man of comfortable fortune. He was esteemed in business circles for his probity and fair dealing, and was especially popular among the poorer classes, which profited largely by his generosity and kindliness of heart. He was a member of the Merchants' Exchange for many years and stood high in that organization of traders and business men. May 4, 1867, he married Miss Catherine Imbs, who was a native of Alsace, France. Mrs. Engelke survives her husband, and is still a resident of St. Louis.

Engendorf, Ernst, was born March 10, 1842, in Dresden, Germany, son of Ernst Engendorf, who died in Germany. His father was a prosperous baker, and after acquiring a good practical education the son turned his attention to the business which the elder Engendorf had followed. After learning the baker's trade he worked as a journeyman in various German cities until 1865, when he came to this country and established himself in business in St. Louis. His first place of business was at 1331 South Seventh Street, but some time later he purchased property, on which he built a bakery, at 1027 Park Avenue. With one or two changes of location he was engaged in this business thereafter until his death, and was much esteemed for his integrity as a business man and his good qualities of head and heart. September 15, 1874, he married Miss Elizabeth Brassel, who was also a native of Germany. The surviving members of his family are Mrs. Engendorf and their children, Ernst M., Frederick A., and Alma Engendorf.

Engineers, Board of.—A board appointed by the mayor of the city, with the inspector of boilers and elevators as an ex-officio member and secretary. Their duty is to examine all persons applying for license as engineers of stationary engines in the city, and grant licenses to those found qualified for the business. The fee for each license granted is two dollars. Licenses are renewable yearly, for lifetime, without additional fee. In 1898 the number of licensed engineers of stationary engines in the city was 1,550. The board has nothing to do with steamboat and railroad engineers.

Engineers' Club of St. Louis.—The Engineers' Club of St. Louis was incorporated April 12, 1869, and has been an active body ever since that time. As stated in its Constitution, its objects are the professional improvement of its members and the advancement of engineering in its several branches. Although strictly a technical club, its membership includes many who are not engineers, but who take an interest in scientific and industrial progress. During the winter season there are two meetings each month, at which papers are read and discussions held concerning current engineering topics. No political or personal questions are allowed to enter into these discussions, but current municipal problems have always received attention, and it is safe to say that the city has derived great benefit from this interchange of ideas. The club has always numbered among its members the foremost engineers in this part of the country.

The membership now includes one hundred and twenty-seven resident, and fifty-nine nonresident members. The following named gentlemen have been presidents of the club:

Henry Flad, 1868-80; Thomas J. Whitman, 1881; C. Shaler Smith, 1882; Henry C. Moore, 1883; Calvin M. Woodward, 1884; Robert Moore, 1885; Robert E. McMath, 1886; William B. Potter, 1887; Minard L. Holman, 1888; Edward D. Meier, 1889; Francis E. Nipher, 1890; George Burnet, 1891; John B. Johnson, 1892; Robert Moore, 1893; Ben. L. Crosby, 1894; S. Bent Russell, 1895; John A. Ockerson, 1896; Edward Flad, 1897; Wm. H. Bryan, 1898.

The founders and incorporators of the club were: Henry Flad, Geo. W. Fisher, Thos. J. Whitman, L. Fred. Rice, T. A. Meysenburg, William Eimbeck, Charles Pfeiffer, C. E. Illsley, Geo. P. Herthel, Jr., Jos. P. Davis and James Andrews.

RICHARD MCCULLOCH.

English Cave.—A natural cave at the corner of Wisconsin Avenue and Wyoming Street, opposite Benton Park. The cave is forty-seven feet below the surface and is scooped out of the solid limestone. It is two hundred and fifty-five feet long and forty feet wide, with an average of thirty feet from floor to roof. In its natural state several stalactites hung pendant from the roof, and these, sometimes uniting with stalagmites below, formed beautiful columns. It has long been known as English Cave, so named after one of the pioneer brewers of St. Louis, who long used it as a store-house for beer. The descent to the cavern was made by fifty stone steps on the western end. In the fifties the cave was connected with a beer-garden and became a popular resort. Later its ownership changed several times, and at one time it was utilized by a company engaged in the propagation of mushrooms. In 1897 it was used as a wine-cellar.

English Intrigues in the West.—The machinations of agents of the British government against the infant Republic of the United States were numerous and varied in character, immediately after the War of the Revolution. One of the projects set on foot proposed the alienation of Kentucky from her allegiance to the Union, and the conquest of Louisiana through an alliance of Kentuckians and Canadians. Knowing that the Kentuckians were irritated at their failure to sever the ties which bound them to Virginia and establish an independent State, and incensed also against Spain on account of her restriction of their trade on the lower Mississippi, Dr. Connolly, who had been conspicuous as a British loyalist, visited Kentucky in 1788, sought to enlist Humphrey Marshall, General James Wilkinson and other prominent Kentuckians of that day, in a scheme to take Louisiana from Spain. His representations were that there were four thousand Canadian troops ready to march with the Kentuckians into the Spanish territory and that the conquest of Louisiana could be easily effected by the combined forces. His proposition was, however, coldly received, Marshall telling him that the people of the West would not be disposed to "make any terms or co-operate in any adventure with Great Britain as long as that power, in the teeth of the treaty of peace, retained possession of the Western posts and forts inside the frontier of the United States." Compelled to abandon his intrigues in Kentucky and leave the country, he returned to Canada, and later held a conference with a party of conspirators in Detroit, at which it was proposed to seize New Orleans and thereby control the navigation of the Mississippi River. Information of this plot was, however, given to General Washington, who took prompt steps to prevent its execution.

Engraving.—The enormous printing industry of St. Louis renders necessary an extensive development of the engraving art as an accessory to it—and it is not surprising, therefore, that St. Louis engravers have become eminent for their skill, and that the profession has attained a high and honorable character. In 1881 there were seventeen establishments in the city engaged in engraving and die-sinking, having a capital of $80,000, employing sixty-five hands, paying out $[illegible] in wages and turning out $150,000 worth of work a year. In 1890 there were twenty-[illegible] establishments, employing one hundred and ninety-seven hands, paying out $[illegible] in wages, and turning out an annual product valued at $217,096. Eight years later, in 1898, the business had largely increased, and the annual product was valued at $300,[illegible]

Epidemics.—In the general review of the operations of the board of health under the caption "Sanitation," and in the tables printed in the appendix to volume IV, reference is made to the mortality from contagious diseases in [illegible]

years, given chronologically. Cholera appeared in epidemic form in 1832, when, with a population of about 8,000, there was for several weeks an average of about twenty deaths per day. Again it was prevalent in 1833, though in a far less malignant form. In 1848 a fatal contagious disease, the ship-fever, was brought here by foreign immigrants arriving by boat, but soon disappeared. The severest visitation of cholera was that of 1849, by which time the population within the limits of St. Louis had increased to 63,471, as shown by a census taken in February of that year. From a report made in 1884 by Robert Moore, civil engineer, the facts in regard to this terrible epidemic are here given: "The disease had been brought to New Orleans on emigrant ships early in December, 1848, and in a few weeks was carried to all the principal cities on the Ohio and Mississippi Rivers. During the last week in December several boats with cholera on board arrived in St. Louis, one of them being the steamer 'Amaranth,' which arrived on the 28th with no less than thirty cases among its passengers and crew. On January 23, 1849, the steamers 'Aleck Scott' and 'St. Paul' arrived here, having left New Orleans on the 26th ulto. The former reported forty-six cases of cholera on the trip, six of them fatal; the latter, twenty-six cases and four deaths. On the 7th the steamer 'General Jessup' arrived from the same port, having had 'many cases' of cholera on her trip, six of them fatal. Each of these steamers brought many immigrants, who were landed at the wharf with all their baggage and scattered throughout the city in boarding houses, without the slightest hindrance or seeming care on the part of the city authorities. It is no surprise, therefore, when, in the morning paper of the 9th, we read that 'several cases of cholera were reported in the city yesterday, one or two fatal.' The editor adds, however, that they were 'caused by cabbage,' and to many of his readers this explanation was perhaps sufficient. The cholera was now fairly planted, and for the next four years, including the years 1849, 1850, 1851 and 1852, it was never wholly absent from the city, except for three short intervals of four weeks each. It did not, however, at once become epidemic. The deaths from cholera in January were thirty-six. In February they were but twenty-one, a decline which led the 'Republican' to announce that there was no ground for alarm, there being 'no cholera in the city.' During the next month, however, in spite of this assurance, the deaths from this same cause were seventy-eight, or over double the number of January; and in April there was a still further increase to one hundred and twenty-six. All this time nothing was done by the city authorities, either to prevent the spread of the disease within the city or to stop the stream of infection which kept pouring in from New Orleans. For example, the 'Republican' of April 12th records the arrival from New Orleans on the night before of the steamer 'Iowa,' with four hundred and fifty-one deck passengers, mostly English Mormons, and that during the trip there had been nine deaths from cholera. Of course, in view of such facts, the disease could not help spreading, and during the first week in May the deaths from this cause amounted to seventy-eight. By this time the city had become thoroughly alarmed. The board of health, which consisted of a physician and a committee of the council, by proclamation urged the 'disinfection of back yards and damp places with chloride of lime.' Even the newspapers now admitted the disease to be on the increase—'perhaps epidemic.' The city was also reported to be filled with hundreds of immigrants, besides those en route from other States to the gold fields of California. On the 9th of May the circuit court adjourned for three weeks on account of the difficulty of getting jurors. Twenty-four new cases of cholera and six deaths are also reported for this day; and the same paper which contains this record notes the arrival of the steamer 'America,' on which there had been twenty-two deaths since her departure from New Orleans. The epidemic was now fairly established, and for the seven days ending May 14th the average number of interments due to this cause was over twenty-six per day. On the night of May 17th occurred the great fire, in which twenty-three steamboats and many blocks of buildings in the business part of the city were consumed. After the fire the mortality from cholera fell below twenty per day for a couple of weeks, and a hope sprang up that the cholera had spent its force and would soon cease. But it was short-lived, for on Saturday, the 9th of June, the deaths from cholera rose again to twenty-six, and on the 10th to thirty-seven. For the week ending June 17th the burials due to this cause were 402, or over

fifty-seven per day. Meantime the importation of fresh cases from New Orleans continued without abatement. On the day last named — June 17th — the steamer 'Sultana' arrived with between three and four hundred immigrants. Twenty-five deaths had occurred during the trip, and on her arrival she had six dead bodies still on board. During the next week, ending June 24th, the deaths from cholera rose to 601, or eighty-six per day. By this time the alarm had deepened, until we hear of a popular subscription to clean the streets, and a patriotic citizen offers twenty dollars' worth of sulphur for purposes of disinfection. On the 25th a mass meeting was assembled at the court house, at which the propriety of quarantine was at last suggested, and the authorities were strongly denounced for their inaction. A committee of twelve, two from each ward, was appointed to wait upon the city council and urge immediate action. The latter body was not at that time in session, and many of its members had sought places of safety outside the city. By vigorous efforts, however, they were hastily assembled on the afternoon of the next day—June 26th—and audience given to the prayer of the committee. By way of answer an ordinance was passed at the same sitting and approved by the mayor, James G. Barry, by which the city government was virtually abdicated in favor of the petitioners. The committee of twelve appointed by the mass meeting of the day before, composed of T. T. Gantt, R. S. Blennerhasset, A. B. Chambers, Isaac A. Hedges, James Clemens, Jr., J. M. Field, George Collier, Luther M. Kennett, Thrusten Polk, Lewis Bach, Thomas Gray and William G. Clark, were made a 'Committee of Public Health,' with almost absolute power. Authority was conferred upon them to make all rules, orders and regulations they should deem necessary, and any violation of their orders was made punishable by fine up to $500. This authority was to continue during the epidemic. Vacancies in the committee were to be filled as themselves should determine, and $50,000 was appropriated for their use. The committee, thus suddenly clothed with the sole power and responsibility, at once took up their task. At their first meeting, held on Wednesday, June 27th, certain school houses in each ward were designated as hospitals, and physicians appointed to attend them. They also provided for a thorough cleansing of the city, to be begun at once, with an inspector or superintendent for each block. Among the 'block inspectors,' as they were termed, were many of the best citizens of the city, who entered into the work with the utmost zeal and declined afterward to receive any pay. On the next Saturday, June 30th, the committee recommended 'the burning, this evening at o'clock throughout the city, of stone coal resinous tar and sulphur'—a measure which seems to have met with much favor. For the next day's paper we are told that on the night before, 'in every direction the air was filled with dense masses of smoke, serving, we all hope, to dissipate the foul air which has been the cause of so much mortality.' The committee also appointed Monday, July 2d, to be observed as a day of fasting and prayer, a recommendation with which, as with the for bonfires, there was general compliance. The committee, however, did not confine themselves with prayer and smoke alone. Thus we are told that on Sunday the block inspectors continued their work of purification without regard to the day, and on the very day of fasting and prayer appointed themselves the committee dictated to the council an ordinance, which was passed the same day, establishing quarantine against steamboats from the South, and the steamboatmen were at once notified to govern themselves accordingly. On the next day—July 4—a quarantine station was established on the lower end and west side of Arsenal Island with Dr. Richard F. Barret as visiting physician, and the detention of steamers and the unloading of immigrants and their baggage at once begun. On the 10th of July there were over three hundred people at quarantine. Meantime the mortality kept steadily increasing until on the last day mentioned, two weeks after the appointment of the committee, the total deaths reached the alarming figure of 184, of which 145 were from cholera. After this date, however, the death rate rapidly declined until on the 1st of August the committee of public health, in a proclamation signed by Thomas T. Gantt, chairman, and Sam. Treat, clerk, declared the epidemic to be over and that there was no longer any danger in visiting the city. At the same time they closed their accounts, having spent $16,000 out of the $50,000 at their disposal, resigned their trust and adjourned sine die." But in the three succeeding years the city was

without the dreadful pestilence. In each of the twelve months of 1850 it was the cause of more or less mortality, there being 883 deaths during the year, more than half of which, however, occurred in July. Nearly as many —845—were recorded during 1851, but the following year there were but few, and those sporadic cases. In 1865 there was another cholera alarm, and suitable sanitary precautions were taken, although there were few, if any, fatal cases. However, the following year cholera appeared in a malignant form, and there were 684 fatal cases. In 1872 there was an epidemic of smallpox. Out of 3,759 cases reported the mortality was 1,591, and the following year there were 837 deaths from this disease, which continued to rage in certain quarters during 1874-5, in which two years there were 1,050 deaths. Cholera entirely disappeared in 1874. The year 1878 was memorable for a heated term, from July 10th to July 20th, during which 172 persons died from the heat. The same year the yellow fever broke out in the South, and 125 cases were brought here, of which forty-five were fatal. There were ten local cases. Several cases occurred at quarantine during the two succeeding years. Small-pox again appeared in the city in 1881, and there were 115 deaths from that disease, all occurring at the quarantine hospital, to which the patients had been removed. In April, 1882, it again broke out, continuing the entire year and causing 233 deaths. During the years 1886-7 diphtheria prevailed alarmingly, the mortality being 1,840. The dreaded disease again made its appearance in 1895, there being 3,196 cases, of which 526 were fatal. In 1892, owing to the pollution of the water supplied from the reservoirs by the discharge from Harlem Creek and the Prairie Avenue sewer, typhoid fever made its appearance in epidemic form in that neighborhood. Out of 3,624 cases there were 514 deaths.

CHARLES W. FRANCIS.

Episcopal Church, Protestant.—In 1763 the site for St. Louis was selected by Laclede. Perhaps with gratitude and pride we may recall words that he is said to have then uttered: "I have found a situation where I intend to establish a settlement which may become hereafter one of the finest cities in America." On February 15, 1764, Auguste Chouteau, though not quite fourteen years of age, leading thirty men, landed at the selected site and began the erection of buildings to make a post for supplies to Indians and pioneers. These founders and settlers were mostly French. Louis XV was the reigning sovereign of France. It is said they called the post, therefore, St. Louis. If so, the praenomen was not appropriate. Louis IX was a saint. He won, deserved and wore the name. Louis XV was no saint; nor was he a sturdy sovereign. Illicit, enervating pleasures of the court enthralled him. At the very time of which we write he was losing his American holdings east of the Mississippi River by cession to Great Britain. In consequence many of the French in that region, in dislike of the British flag, crossed over the river and settled in the new post. This immigration contributed to make St. Louis a vigorous and active little town from the very first and during the earlier years of its life. But ere long the immigrants discovered that their king's pusillanimity had ceded the west of the Mississippi to Spain, as well as the east to the English. This kind of incoming of population, therefore, did not keep up. The Spanish commandant and garrison took possession August 11, 1768. Then St. Louis did not grow much for nearly forty years. In 1804 it had only 925 inhabitants.

The earliest missionaries of religion in St. Louis were Roman Catholic priests. From the very first—that is, in 1764—they came over from the east side of the river and ministered to the settlers under Laclede and Chouteau. By the year 1772 there was a resident priest in the city. On June 24, 1770, a little church, built of wood, was completed and blessed.

It was not until fifty-five years after the first Roman Catholic ministrations — namely, in 1819—that the annals of the Protestant Episcopal Church in St. Louis began. For the first forty of these years, while St. Louis remained under either France or Spain, we can well understand why this church was not represented here. But in 1804 the Louisiana purchase made American soil of the region now called Missouri, and, of course, of St. Louis. In 1812 the lower part of the great purchase became the State of Louisiana, while the upper part became Missouri Territory. In 1820 the State of Missouri was carved out of the huge Missouri Territory and set up in sovereignty. For fifteen years then the pro-

tecting folds of the American flag had waved over St. Louis; many immigrants had entered her, doubtless from Virginia, through Kentucky, and some from Northern States, through the great Northwestern territory, portions of which became the States of Indiana in 1816 and Illinois in 1818; her population had grown to 4,000, and, with the fertile soil round about her, she was just on the eve of transformation into a sovereign State of the Union; and yet, up to within a few months of the assumption of the dignity of statehood by Missouri, the Protestant Episcopal Church had not been heard of in her borders, not even in her chief city, St. Louis. This is the more strange when it is remembered that the Protestant Episcopal Church is really the Church of England transplanted to American soil, and that this church was so strong in Virginia and Maryland as to have been, by a sort of union of church and State, an established church there for several years, the old ecclesiastical parish limits being to this day in those two States recognized for metes and bounds in civil and legal matters, and that many Virginians coming to St. Louis in the early times ought, one would think, to have brought with them in love and set up in loyalty the worship and usages of their own old church. Exculpation might be attempted by recalling in general how few and weak were the resources of the yet infant American nation to meet her responsibilities in struggling with her problem of organization, expansion and development. But special explanation of the seeming strange slackness of this church may be submitted along two lines of consideration:

First, her incomplete equipment. Episcopos being the Greek word for bishop, the Protestant Episcopal Church, by the second qualifying adjective, proclaims her belief in bishops; that she is led by bishops and needs and uses bishops, and her formularies declare that a minister can only secure outward validity by being ordained by a bishop. The Church of England in America, in the same year with the adoption of the American Constitution, in 1789, was transformed into the Protestant Episcopal Church by the adoption of the American Prayer Book and National Canons of Government. Yet for one hundred and seventy-seven years from the settlement of Jamestown in 1607 to the consecration of the first American bishop, Samuel Seabury, of Connecticut, in 1784, this church had not had a bishop on American soil to lead and guide her. In theory and law the American colonies were under the jurisdiction of the Bishop of London. But his practical supervision could not be very effective. It is needless to remark that he never came over here. Any young man desiring to become a minister of this church was obliged to encounter the expense and peril of a voyage to London, that his lordship's hands might be laid on his head. As far as this church was concerned five generations of boys and girls grew to be men and women without having been confirmed by a bishop—nay, without even having ever laid eyes on a bishop. Washington himself was a communicant of this church, but he was not confirmed, for he had never so much as seen a bishop—or, if at all, only in the dawning years of his life. And hundreds of thousands were like him in this. The church was lame in her hands and limping in her walk and shorn in completeness of equipment. The experience of ages is unwilling to dissociate deep spiritual benefit from episcopal government. But, at any rate, reflection may count what grave practical losses the church would sustain for lack of the wholesome discipline, the effective leadership, the wise guidance and the strong encouragement furnished by a resident bishop. These one hundred and seventy-seven years of bishopless experience of the American church handicapped her in running, shriveled her muscles, starved her nourishment, disfigured her with excrescences and weakened her with internal disease. When the American flag was run up there in St. Louis in 1804 this church had only two bishops in all the nation, and during the fifteen years following never more than six. Too meagre a force that to do what was needed to be done. One reason then, it may be submitted, why St. Louis did not early know of the Protestant Episcopal Church is that there was no bishop at liberty to direct missionary energies and direct missionary attacks. The American church, somewhat stupidly, one thinks, fell into the same rut in which the English church had run. In missionary growth it had been left for one hundred and seventy-seven years without a bishop, and yet it waited for near fifty years and till 1835, before furnishing a missionary bishop to push missionary work on its western borders. A senseless following

bad example that; quite like Charles Lamb's orientals, who always burned down the buildings to get roast pig, because the discoverer of the toothsome dish had done so, and they never thought that there could be any other way than that to secure his succulent excellency with full delicious vesture of brown crackling.

Second.—Her damaged good name. Damaged not by any crime or fault of hers, but because of the conditions in which she found herself placed. The Church of England was intimately associated with the Kingdom of England. The two entities have always been linked together in an intertwining almost too close to be analyzed. From 1607 to the 4th of July, 1776, the Church of England throughout America, by prayer-book prescription on all occasions of public worship, prayed for the King of England or for the Queen of England by name. When on that memorable 4th of July the declaration was made that the American colonies intended to be independent, and of right ought to be independent, and money and honor and life were pledged to make them free and independent, an order was practically issued to the Church of England throughout America prohibiting the praying for King George in public worship any longer. One can count the hard lot it was to the clergy to obey that order. The memories of childhood and the habits of manhood conspired to induce them to remain unchanged in the old path of their accustomed public worship. Besides, most of them had been reared and educated in old England, and very many of them drew their subsistence in stipends from the English missionary organization, the "Society for the Propagation of the Gospel in Foreign Parts." There is no reason for wonder, then, that large numbers of them remained loyal to King George. Rather than neglect to pray for him they closed their churches. In course of time some went back to England; many retired to Nova Scotia. One of these last, the Rev. Dr. Inglis, who had been rector of Trinity Church, New York City, became in 1787 the bishop of Nova Scotia. He was the first colonial bishop made by the Church of England. It took that church one hundred and eighty years to come to this step. To-day she has ninety-six colonial bishops.

It is manifest that the conviction would become widespread that the clergy and adherents of the Church of England in America were "tories"—that is, traitors to the cause of the patriots. And facts in the case and reasons in the nature of things would give cause for the conviction. Yet it was not altogether true. Washington and not a few of his generals and large numbers of his soldiers, especially those from Virginia and Maryland, were members of this church. So were several of the signers of the Declaration of Independence. And on the assembling of the first Continental Congress, September 7, 1774, Rev. Dr. Duche, a clergyman of this church, in full canonical vestments, offered the opening prayers. However, the widespread conviction did its work. The fleeing clergymen and the closed churches did their work. And prejudice, driven the deeper by the hard blows of a bitter struggle, did its work. And so, at the end of the War of the Revolution, the Protestant Episcopal Church, damaged in her good name, with no head to rally around, with followers disorganized and disheartened, was sitting, uncalled for and almost unheeded, in the ashes of her own desolation. It is no wonder that when, twenty years afterward, the American flag was raised in St. Louis, in 1804, she had no American prayer-books to send for beginning work here. It is a wonder that, with a sigh for the misfortunes which without her fault had befallen her, she did not lie down in her own feebleness and distress and give up the ghost. Time, the healer of much injustice, has dealt justice to her. The damage to her good name has been wiped away long since. It is known that patriotism beats in the hearts and flows in the veins of her sons, and nowhere else more vigorously. She is not slow to confess her grateful acknowledgment to the Church of England for her planting, nurture and care given for near two centuries; but it is well understood that in the late Lambeth Conference, held in London in 1897, her forty-eight bishops present announced to the one hundred and forty-six English bishops in utmost candor, equally courteous and plain, that, touching a question on the floor, "the organization of the Anglican Communion," they could not entertain any idea of submitting in the slightest degree the American church to the supervision or direction of the Archbishop of Canterbury, and that the sister American church must be, and must be recognized of all men to be, left entirely free and untrammeled to work out her own American problems in her own

American spirit and in her own American ways.

Some reasons having been given why the annals do not begin earlier the history pertaining to our subject may now be taken in hand. The history of the Protestant Episcopal Church in St. Louis begins with and gathers about the history of Christ Church, St. Louis.

In September, 1819, Rev. John Ward came to St. Louis. He was born and educated and ordained in Connecticut, but had been for several years a minister at Lexington, Kentucky. Perhaps to visit some friends, perhaps prospecting in a missionary way, he came. On his arrival he was taken ill. After his recovery there seems to have been a gathering about him to start a Protestant Episcopal Church. On October 24th he held his first service in a one-story frame building on the southwest corner of Second and Walnut Streets, which was also occasionally used for holding court and as a dancing room. In that little congregation there were only two persons provided with prayer-books and ready to respond—Messrs. James Clemens, Jr., and Joseph V. Garnier. This was the first service of the American Prayer-book held west of the Mississippi River. Soon those interested passed and signed the following paper:

"St. Louis, Missouri, November 1, 1819.—We, the undersigned, taking into view the great benefits that ourselves and our families would derive from the establishment of an Episcopal Church in the town of St. Louis, do hereby form ourselves into a congregation and bind ourselves to pay over to such person or persons as shall be appointed by the vestry, hereafter to be chosen, all such sums of money as shall be found opposite to our names, to be applied toward the support of the church for one year from this date." This was signed by forty-seven persons. Thomas F. Riddick led with $100, and the total of the subscription was $1,714. Thirty-two of the subscribers, with eleven others, about the same time set their hands to articles of association, organizing themselves into a congregation, known as Christ Church. This was the second Protestant organization in St. Louis, the first Presbyterian organization being two years ahead of it. But the first Protestant organization west of the Mississippi was by the Baptists. Somewhere in the region round about St. Louis, now in St. Lo County, they had organized in 1807, or ev earlier. The Rev. Mr. Ward remained th minister of Christ Church, on a salary $1,000 a year, for about eighteen months fro November 1, 1819. At his first celebration the Holy Communion there was only o woman to partake, though five other persons were entitled to share with her in the sacre feast. In the spring of 1821 Mr. Ward we back to Lexington on a visit, and, getting in terested in a project for a girls' school the did not return to St. Louis. On August 1 1821, the vestry gave up the room they h occupied for worship, and the pulpit, desk a pews were disposed of to the Methodi Church. Then for four years nothing w done. In the fall of 1825 Rev. Thomas Ha rell, from Virginia, though he was a native Maryland, came to St. Louis and resuscita interest in the discouraged members of Chr Church congregation. An arrangement w made by which the parish of Christ Chur was entitled to the use of the Methodi Church for alternate services. It also a pears that services were held occasionally the Baptist Church, corner of Third and Ma ket Streets. By the self-denying sacrifices the pastor and the co-operation of the peop a church was built and finished in 1829 on th corner of Third and Chestnut Streets. It spoken of as "a neat little edifice, in the cen of the city, but looking more like an acade than a church, having forty-eight pews, ca ble of seating two hundred and fifty perso It cost $7,000, and a debt was left upon it $1,100, at 10 per cent interest. This was th first Protestant Episcopal Church erec west of the Mississippi.

In the spring of 1831 Rev. Mr. Horrell signed. For a year and a half services w supplied by Rev. Mr. Davis and Rev. M Corson. In the spring of 1832 an invitat to the rectorship was extended to the R N. H. Cobbs, of Virginia, who afterward came the bishop of Alabama. Mr. Cobbs clined. The letter sent to him may be qu in part: "We number thirty communica Our city contains about six thousand inh itants, and from its local situation it is doubtedly destined to be the largest city in West." This was written March 5 Some comments may be pardoned. Peop perhaps Western people especially—are wont to underestimate the number of inh

ants in the town they call their own. No charge of untrustworthiness against the vestry of Christ Church is lodged if it is intimated that probably the population of St. Louis at that time was not quite 6,000. In 1819 it was 4,000. There had not been a great growth. In more than twelve years only thirty communicants had been gathered into Christ Church. By that record advance in religion was as feeble as in commerce. Yet undying and unenfeebled were then, and are now, the hope and abiding faith in the hearts of all thoughtful and far-seeing citizens of St. Louis touching the proud ultimate destiny of their own loved city. In October, 1832, Rev. William Chaderton became rector of Christ Church. He remained three years. Then came the great missionary awakening in the Protestant Episcopal Church in the United States. In the General Convention of 1835, held in Philadelphia, a vigorous missionary society was established, and the Rev. Jackson Kemper was chosen to be a missionary bishop for Missouri and Indiana. Bishop Kemper arrived in St. Louis in December, 1835, and accepted the invitation to the rectorship of Christ Church, an assistant, the Rev. P. R. Minard, assuming the pastoral care, that the bishop might be comparatively free to look after the Episcopal duties of his immense missionary field. Bishop Kemper lived in St. Louis nine years, so far as a man in the saddle can be said to have an abiding place anywhere. He resigned the rectorship of Christ Church in the spring of 1840. Rev. F. F. Peake, who had been the assistant, was chosen rector and served until the autumn of 1842. Then for more than a year Bishop Kemper and Rev. Mr. Horrell, who had come back to St. Louis, supplied services until January 1, 1844, when Rev. Cicero S. Hawks, from Buffalo, New York, became rector. Subsequently he was consecrated bishop of Missouri in Philadelphia, October 22, 1844. After his consecration Bishop Hawks returned to St. Louis, arriving here November 27, 1844. His first official act was to confirm eight persons in St. Paul's, St. Louis, on December 22d. For more than ten years, and until February 1, 1854, he was rector of Christ Church. And he was bishop of the diocese until his death, April 19, 1868, a period of nearly twenty-four years. Discomforting facts met him as he came; troublous experiences ran side by side with him in his work; perplexity and distress closed in upon his declining years. Setting foot in St. Louis, he was confronted by two huge debts—huge for those days—$17,000 each on Kemper College and on Christ Church. Bishop Kemper, by a gift of $20,000 from a gentleman in the East, had been enabled to purchase one hundred acres of ground and put up buildings and start Kemper College. The one hundred acres were called in 1836 "a beautiful spot, five miles from St. Louis." Now the spot is well within the city limits at the southwest. In some way—anyone who has had to do with school finances, realizing the uncertainty of their income and the certainty of their outgo, can without difficulty grasp how—deficits had piled up into a heavy incumbrance. Bishop Hawks was unable to lift it, though he once went to New York to try to do so. Four months after his arrival as bishop in St. Louis the college closed its doors, and in less than a year, or on November 2, 1845, the property was sold at sheriff's sale, the judgment creditor being the purchaser.

Christ Church had sold to the Baptists for $12,000 its old building at Third and Chestnut Streets, and in 1839 had built and entered a new one at Fifth and Chestnut. It was expected to cost $40,000. It cost $75,000, and so was beautified with an addition not infrequently affixed to new churches, as weighty and striking as tower or spire—namely, a mortgage.

Bishop Hawks, because rector of Christ Church, always felt harassed and hampered in trying to extend his episcopal care over the large missionary field of Missouri. In 1849 the cholera broke out virulently, and the spectre stalked throughout St. Louis with exceedingly forceful stride. The bishop never faltered, but met and filled the laborious duties incident to his calling, though one of his clergy, the Rev. Mr. Griswold, rector of St. John's, fell dead of the pestilence. In 1861 broke out the internecine conflict which brought suffering and disaster to Missouri and St. Louis, and languishment, sorrow and distraction to all church circles. The bishop's heart was pierced with grief, and after the four years of actual war were over his health declined, and during the last year of his life he seemed obliged by feebleness to sit with folded hands and sadly see needed work undone.

October 1, 1854, there came to be rector of Christ Church from Buffalo, New York, a

clergyman who more than any other man, it may be affirmed, served to guide the life and promote the growth of the Protestant Episcopal Church in St. Louis. Reference is made to the Rev. Dr. Montgomery Schuyler. Dying March 19, 1896, he was the spiritual head of Christ Church for more than forty-one years. Up and down those years of his life are strewn diligence, faithfulness, zeal, patience, wisdom, devotion, charity, beneficence, holiness, loyalty, love, which are benedictions on his name and memory earnestly uttered by his own people, and almost as earnestly echoed by the citizens in general of St. Louis.

In 1859 Christ Church, on Fifth and Chestnut, was sold for $80,000. But it was not until Christmas, 1867, that the congregation enfered the new church on Thirteenth and Locust. This was estimated to cost $125,000. It actually cost about $235,000. In that statement of figures are wrapped up not a few impediments, distractions, drawbacks to church growth. But the interference of war, much more than imprudence of vestries, produced them. By the year 1881 Christ Church managed to get all its debt paid off. And in the year 1888 it was changed into Christ Church Cathedral. By charter secured from the State its governing body is a chapter of thirteen, with the bishop at the head. In the chapter, besides the bishop and the dean (the pastor of the congregation) and the senior assistant minister, there are four laymen, elected annually by the congregation, and three laymen elected yearly by the diocese at large, through its representatives in annual convention assembled, and three other members—namely, the chancellor of the diocese, the secretary of the diocese and the treasurer of the diocese. To-day—January 13, 1898—three clergymen besides the bishop are at work in Christ Church Cathedral. In the congregation are 660 communicants, and during last year the contributions for church purposes amounted to $30,602.35.

The annals of Christ Church have been dwelt upon because, as has been said, the history of the Protestant Episcopal Church in St. Louis is coterminous with her life. It remains to speak of other church life branching out from her. In passing it may be well to mention that Bishop Charles F. Robertson became the third bishop of Missouri by consecration in New York City, October 25, 1868, and held his first service and preached his first sermon in Christ Church, St. Louis, Sun[illegible] morning, November 8, 1868, and died M[illegible] 1886; and that Bishop Daniel S. T[illegible] ceased to be the missionary bishop of U[illegible] and became the fourth bishop of Mis[illegible] August 9, 1886, and held his first service [illegible] preached his first sermon in Missouri in Ch[illegible] Church September 5, 1886.

St. Paul's was the first church organiz[illegible] dating April 20, 1840, formed out of Ch[illegible] Church and by colonizing. Its first rector [illegible] Rev. Mr. Minard, who had been assistant [illegible] Christ Church. The congregation wo[illegible] shipped first in a building at the corner of Fi[illegible] and Wash Streets, which they had purchas[illegible] for $5,000. In 1859 they moved to the chur[illegible] at the corner of Seventeenth and Olive Stree[illegible] which they had built for $65,000. In 18[illegible] the congregation and organization di[illegible] Cause of death, asphyxiation by flow of m[illegible] gage gas left turned on. The church was s[illegible] to the "Christian" denomination. Now i[illegible] a "Hall to let" upstairs and a shop for med[illegible] nal waters below.

The second church organized was [illegible] John's, December 28, 1841, and Rev. Whi[illegible] Griswold was chosen rector, who died in [illegible] cholera epidemic of 1849. It was said t[illegible] the "Episcopalians in the south of the c[illegible] wanted a preaching place. So, with the p[illegible] fect good will and good wishes of Chr[illegible] Church, they met first over an engine-hou[illegible] on Second and Spruce Streets, then in a bri[illegible] church on Fifth and Spruce Streets, then [illegible] another such on Sixth and Spruce Streets, a[illegible] now, since 1872, in the third church, [illegible] Hickory and Dolman Streets.

The third church organized was Grace [illegible] May, 1844, with Rev. E. H. Cressy for rect[illegible] The Episcopalians of the north of the c[illegible] craved conveniences equally with those of [illegible] south. Its building was erected on the s[illegible] cious lot on Eleventh and Warren Streets a[illegible] completed in 1851. This lot was on [illegible] "Chambers tract," and had been offered a[illegible] gift to whatever denomination would lo[illegible] upon it. The same building, though m[illegible] enlarged and improved, is used by the con[illegible] gation now under their pastor, Rev. J. P. [illegible] Ingraham, D. D., who has been rector s[illegible] 1881.

The fourth church organized was [illegible] George's, in May, 1845, with Rev. E. [illegible] Hutchinson as rector, who before had b[illegible] the president of Kemper College. The o[illegible]

gregation worshipped first in the public school house on Eighth Street, and in Centenary (Methodist) Church, on Fifth Street. Its first church edifice, on Locust Street, near Seventh, was entered in 1847. Its second, on Beaumont and Chestnut Streets, in 1874. This burned down in March, 1891. In April, 1892, the congregation entered the third, built on Olive and Forty-third Streets. The present pastor, Rev. R. A. Holland, D. D., was rector from 1872 to 1879, and a second time from 1886. One very much loved rector, Rev. S. G. Gassaway, perished in the explosion of a St. Louis and Alton packet, February 16, 1854.

The fifth church organized was Trinity, in February, 1855, its congregation in the main being a break off from St. George's, and with Rev. E. C. Hutchinson, D. D., for its first rector. It worshipped first in the old St. Paul's Church, corner of Fifth and Wash Streets, then in a Cumberland Presbyterian and in a Congregationalist Church, then in its own building on Washington Avenue and Eleventh Street, and now on the corner of Franklin and Channing Avenues. For four years Bishop Robertson assumed the rectorship, from 1872 to 1876, as likewise for four years, from 1863 to 1867, Bishop Hawks had been rector of Grace Church. Other churches have been organized in the following order:

St. Paul's, South St. Louis—Michigan Avenue, near Malt Street; August, 1868; Rev. Charles Stewart, rector.

Church of the Holy Communion—Washington and Leffingwell Avenues; January 24, 1869; Rev. P. G. Robert, its first rector and its present rector, holding his first services for the congregation June 6, 1869. This congregation grew out of a Mission Sunday-school of Trinity Church, under William H. Thomson, the present cashier of the Boatmen's Bank, as superintendent.

St. James'—Elleardsville, Goode and Cote Brilliante Avenues; May 25, 1870; Rev. J. S. Corbyn, minister.

Mt. Calvary—September 6, 1870; Rev. W. O. Jarvis, rector, entering February 16, 1871, its church building erected on the lot given by Mr. Henry Shaw, on Grand and Lafayette Avenues. The second building, on Lafayette and Jefferson Avenues, was totally wrecked in the cyclone of 1896, and now the congregation has returned to its first edifice.

Church of the Good Shepherd—2849 South Ninth Street; Rev. Edwin Wickins, rector. The present pastor, Rev. B. F. Newton, has been rector since 1881.

Church of the Holy Innocents—Oak Hill, Morganford Road and Tholozan Avenue; April 6, 1871; Rev. A. I. Samuels, rector.

St. Peter's—Lindell Avenue and Thirty-seventh Streets; October 28, 1872; Rev. E. F. Berkley, D. D., rector. This congregation was an outgrowth of St. George's Church.

All Saints' (a church for colored people)—Washington Avenue and Twenty-second Street; 1873; Rev. James E. Thompson, minister. It was first called the Church of Our Savior, then the Church of the Good Samaritan. The present rector, Rev. C. M. C. Mason, has been in charge since September 26, 1880, and reports 216 communicants.

St. Stephen's Memorial—Sixth and Rutger Streets; January 27, 1887; Rev. R. W. E. Greene, minister. This is a mission for the neglected people at the east end of the city, and is supported by all the parishes as a work of general beneficence. Several of the large givers to the building which houses it have asked that the word "Memorial" be appended. The present minister, Rev. G. Tuckerman, took charge in 1891.

St. Mark's Memorial—Washington and Vandeventer Avenues; April, 1887; Rev. W. H. Assheton, rector. This church was built in memory of Bishop Robertson, and its congregation was a break off from St. Peter's.

Ascension—Cates and Goodfellow Avenues; July 12, 1888; Rev. C. E. Brugler serving for a time, and then Rev. William Elmer becoming rector.

St. Augustine's—Bruno Avenue and Blendon Place; May 20, 1889; Rev. E. C. Alcorn, minister, though Rev. J. De Forest had held earlier services.

St. Matthew's—Clifton Heights; March 2, 1891; Rev. G. D. B. Miller, minister.

St. Andrew's—Garrison Avenue and Glasgow Place; April 23, 1892; Rev. K. M. Deane, rector. Rev. Mr. Deane had held services for several years for St. Andrew's as an unorganized mission.

Church of the Redeemer—Pine Street, near Garrison Avenue; 1892; Rev. Charles Trotman, rector, though the earlier services were held by Rev. G. Tuckerman. Its congregation was a break off from St. George's.

St. Philip's—Union and Maple Avenues; November, 1895; Rev. A. T. Sharpe, minister.

The list makes twenty-one churches, with edifices, all served regularly by their respect-ive pastors. Besides, four missions exist—one strong one for deaf-mutes, served by a deaf-mute clergyman, and the congregation worshiping in the Schuyler Memorial House, an annex to Christ Church Cathedral; and three rather feeble missions, St. Chrysostom's, in the north of the city; St. Timothy's, in the northwest, and Epiphany, in the southwest.

Meanwhile, besides St. Paul's, five organ-izations have died out—St. Andrew's, Caron-delet; St. Mark's, for foreigners; Calvary, St. David's and the Church of the Advent. The $4,000 received from the sale of the last-named church building went into St. An-drew's. And a church mission house, main-tained for several years on Washington Ave-nue, near Fifteenth Street, for the care of the destitute, under Sister Eliza, died out.

At the present time there are thirty clergy-men in St. Louis; twenty-one church build-ings; one bishop's house and two rectories; 3,146 Sunday-school children, and 4,767 com-municants. It was told once that when St. Louis had six thousand inhabitants Christ Church had thirty communicants. If St. Louis now has 600,000 inhabitants, the Pro-testant Episcopal Church, just to hold its own in ratio, should have 3,000 communicants. It actually has 4,767. Here is a gain, yet the gaps in growth are lamentable. From 1873 to 1887 not one new congregation was formed in this rapidly expanding city. Several new organizations were angry break-offs from older ones. That is not the best way to grow, though perhaps it is better to grow that way than not to grow at all.

It may be added that there is in the city a Church Club, organized and managed by lay-men to study and advance the interests of the church; a "City Hospital Mission," doing a blessed work among the sick poor, sustained by the parishes in general; St. Luke's Hos-pital, on Washington Avenue and Nineteenth Streets, where hundreds of patients are cared for yearly, and not a few of them without money and without price; the Orphans' Home, on Grand Avenue, near Lafayette, sustained by the women of the church, where between fifteen and one hundred orphans have constant shelter; Bishop Robertson Hall, on Compton Avenue, the old Eads mansion, and now an excellent school (boarding and day) for girls, conducted by the Sisterhood of the Good Shepherd, Sister Catherine—a daug of the Rev. P. R. Minard, who has been of as an assistant in Christ Church and rec of St. Paul's—being the head; and the Mar E. Bofinger Memorial Chapel, a most bea ful little chapel annexed to Christ Chur Cathedral, and which is open all hours of day for men to go in and pray, and in whi the Cathedral clergy hold daily services.

On the whole, the Protestant Episcop Church in St. Louis has grown out of he early weaknesses and is emerging from he difficulties. Inherent vitality has asserte itself in surmounting numerous obstacles th have beset her path. In endeavor to do du to God she has never swerved from her gui ing principles laid down in the Bible an Prayer Book. Her "good will to men" is g tested by the benevolent activities in th missions, hospital, school and orphanage su ported by her. Keeping step to duty, an reaching out in love, she is profoundly grat ful for God's providential care of her pa and for her robust health of the present, an looking hopefully forward, she ventures "thank God and take courage" for the fuu

DANIEL S. TUTTLE,
Bishop of Missouri.

Episcopal Club, St. Louis.—A soc organization which came into existence un the auspices of St. Peter's Episcopal Chur in 1895, and which had for its object th bringing together of members of the differe Episcopal Churches of St. Louis for frien intercourse and the cultivation of fraternal re lations. The club did not fully realize th expectations of its promoters, and passed o of existence in 1898.

Episcopal Orphans' Home.—Th the oldest Protestant orphanage in St. Lou was organized in 1843, through the efforts the rector and the ladies of St. John's Par The first officers were: Mrs. Shallcross, pr directress; Mrs. Forester, secretary; Mr Southark, treasurer; with a board of manag consisting of Mrs. J. Thompson, Mrs. Whi law, Mrs. McDowell and Mrs. Agnes Kle Rev. Whiting Griswold, rector of St. Joh Church, and Bishop Jackson Kemper, w chaplains. The home was opened in a sing room in a building on Spruce Street, and cash subscriptions for the first year amount to only $37.75. It was incorporated Feb

ary 27, 1845, and has since grown steadily to its present proportions, receiving many valuable gifts and bequests. A building was specially erected for it in 1853, and among the contributions for that purpose were the following in 1851—$250 from Jenny Lind, $412 from Ludlow & Smith's Theater. Its present building is finely located on Grand and Lafayette Avenues, on a lot 160 x 400 feet, the gift of Henry Shaw. It was opened in May, 1874, and formally dedicated during the same month by Bishop Robertson, assisted by the clergy of the city. The house and improvements cost about $35,000, and was soon entirely paid for. Here orphans and destitute children are received from infancy—boys to the age of ten; girls to the age of twelve. Boys are not retained after the age of twelve; girls remain until the age of thirteen, when they are assisted to find employment. Children who are not claimed by guardians may be adopted or indentured on favorable terms to learn an occupation. In cases which commend themselves as charitable children are admitted as boarders at five dollars per month, or less in special cases; while in cases of destitution they are received temporarily without charge. To preserve the rights of parents any parent who has surrendered his child to the home may still reclaim it upon paying the cost of its support. The home has accommodation for eighty children, and is always well filled. A school is conducted by a salaried teacher residing in the home. There is also a kindergarten and a separate infirmary. The home is supported partly by rents and interest on its bequests, but largely by annual subscriptions and donations of supplies. When necessary entertainments are given, and the institution is never allowed to go in debt. From the founding of the home to February 1, 1899, 1,454 children have been cared for. The internal management is under the immediate charge of the matron and the teacher, subject to the general supervision of the board of managers and the inspection of standing and special committees. The board of managers, now numbering forty-two, is composed of a first and a second directress, a secretary and a treasurer, and also representatives from each Protestant Episcopal parish in St. Louis, each parish being entitled to not less than two, nor more than four, representatives. The present officers are Mrs. Western Bascome, first directress; Mrs. Wallace Delafield, second directress; Mrs. Henry G. Isaacs, secretary; Mrs. Edwin Harrison, treasurer. Mrs. Bascome has been a member of the board since 1873. She was secretary during the years 1876-81, and since 1881 has filled the office of first directress. Mrs. Hugh Campbell has also worked for the home with steadfast earnestness, and has been a member of the board since 1866. Mrs. Walker R. Carter was first directress for twenty-four years, but did not live to see the occupation of the new home, toward which she has been working for twenty-six years. While the home is entirely under the management of women, the bishop of the diocese is the episcopal head. He provides a chaplain and presides at the annual meetings of the Orphans' Home Association. At this meeting, to which every woman who subscribes annually from fifty cents upward can come and vote, officers and managers are elected, and also a committee of gentlemen, advisory in matters of finance. Among the many benefactors of the home appear the names of Colonel Wm. Chambers, Mr. Robert Tyler, Mr. W. Robb, Dr. Thomas Haughan and Mrs. C. K. Garrison, who gave real estate. Dr. T. Haughan gave also $10,000 in money, and Asa Wilgus, Mrs. Virginia Christy Smith, Mrs. John Bofinger, Gerard B. Allen and Ralph Sellew gave each $5,000; Mrs. Charles Parsons, $3,000, and Miss Annie Lewis, $1,000.

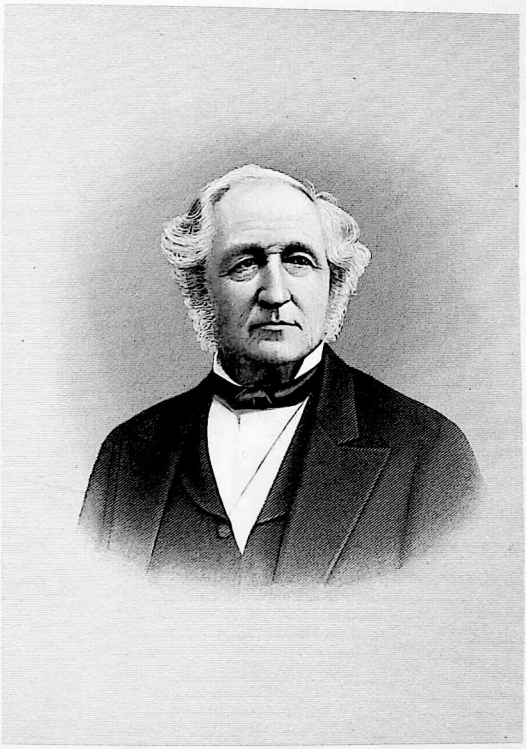
Epworth League.—An organization of the young people of the Methodist Episcopal Church, and also of the Methodist Episcopal Church, South, which constitutes a powerful auxiliary to American Methodism. Although one branch of the league is conducted under the auspices of the Methodist Episcopal Church, and the other under those of the Methodist Episcopal Church, South, their name and purposes are the same. The significance of the name is found in the fact that Epworth, England, was the birthplace and early home of John and Charles Wesley, the founders of Methodism. The objects of the league are the promotion of piety and loyalty to the church, education in church history, and encouragement in works of grace and charity. The first Epworth League of the Methodist Episcopal Church is said to have been organized in Cleveland, Ohio, in 1889. The oldest organization of this branch of the League in St. Louis was formed at Goode

Avenue Methodist Episcopal Church. Others followed in quick succession, and on the 27th of April, 1895, a union of all the local branches, known as chapters, was formed at the Union M. E. Church, on Garrison and Lucas Avenues. Thus was constituted the organization known as the St. Louis Epworth League, which has now—1898—between five and six hundred members. The organization of that branch of the Epworth League connected with the Southern Methodist Church was due to the General Sunday-school Convention of that church which met in Nashville, Tennessee, December 18, 1890. This convention adopted a constitution and by-laws for the government of the league. Previous to this a General Conference of the church, held in May of 1890 in St. Louis, had ordered the formation of young people's leagues as an auxiliary to the church, and in providing a form of government for these leagues the General Sunday-school Convention was obeying the behests of the highest church authority. The name given to the new organization was "The Epworth League of the Methodist Episcopal Church, South." At the present time there are twenty societies of the Epworth League conducted under the auspices of the Methodist Episcopal Church, South, in St. Louis, with a membership approximating 1,600.

Erin Benevolent Society.—A philanthropic society organized in St. Louis in 1818, at the house of Jeremiah Connor, by prominent members of the Catholic Church. Thomas Brady was elected chairman, and Thomas Hanley, secretary. Among its most active members were John Mullanphy, James McGunnigle, Alexander Blackwell, Arthur McGinnis, Hugh Ranken, Lawrence Ryan, Thomas English, James Timon—the father of the saintly Bishop Timon—Robert N. Cathermood, Joseph Charless—founder of the "Missouri Gazette," the parent of the present St. Louis "Republic"—Hugh O'Neil and Francis Rockford—a name honored in the history of education, he being the first to open an English school in St. Louis.

Ernst, Englebert, manufacturer, was born in the Kingdom of Hanover, Germany, September 6, 1841, son of Rickus and Catharine (Lampa) Ernst. His father was a well-to-do farmer, who designed that his son should follow the same occupation, but after obtaining a good education in the grammar and high schools of the village, near his home, Englebert Ernst manifested a disinclination to engage in agricultural pursuits and, against the wishes of his father, apprenticed himself to a cabinetmakers' trade. After serving a five years' apprenticeship he spent some time traveling from city to city, in accordance with a well established German custom, working in each place he visited as a journeyman cabinetmaker. In the course of these travels he visited Leipzig, Dresden, Berlin, Neuss, Magdeburg and many smaller cities, and after returning to his home spent two years at a mechanical school. He came with a thorough knowledge of his craft to this country in 1868, and for three months after his arrival in New York he was employed in that city. At the end of that time he came to St. Louis, and for several years he was employed in different furniture manufacturing establishments of the city, the owners and managers of which prized his services as a skilled mechanic highly and remunerated him well for his labor. In 1874 he purchased ground and erected a furniture factory of his own at 2527 St. Louis Avenue, and later organized the corporation which became known as the Central Furniture Company of St. Louis, of which he was first president, and for several years treasurer, to operate the plant which he had established. He has since been secretary and general manager of this corporation, in which he is the principal shareholder, and he is also the owner and manager of a furniture store located at the corner of Blair and St. Louis Avenues. His business ventures have all been successful ones and he is a large holder of real estate, as well as a merchant and manufacturer. He is a staunch Catholic churchman and belongs to the Catholic Knights of America and to St. Vincent de Paul Society. Mr. Ernst married, in 1871, Miss Mary Relka, of St. Louis, and they have two sons, John Ernst, connected with his father's business, and Otto Ernst, a student in the St. Louis University in 1898.

Erskine, Greene, merchant, was born October 26, 1797, on a farm in Sullivan County, New Hampshire, and died in St. Louis, January 20, 1888, having lived more than four score and ten years. His father was Christopher Erskine, who was born in old Brookwater, Massachusetts, served throughout



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Revolutionary War as a private soldier, and lived thereafter until the end of his life in New Hampshire. The mother of Greene Erskine was born Freelove Greene in the colony of Rhode Island, and she was a second cousin of General Nathaniel Greene, of Revolutionary fame. The immigrant ancestor of the Erskine family was one of three brothers, who landed from a ship which reached New England about twenty-five years later than the "Mayflower." This ancestor came from Kirkud Bright, Scotland, and settled in Massachusetts. Mr. Erskine's ancestors in the maternal line, the Greenes, were Lincolnshire Quakers, and early immigrants to Roger Williams' colony in Rhode Island. After receiving a limited education at a village school in Sullivan County, New Hampshire, Greene Erskine left the rural community in which he was brought up when he was about twenty years old, and went to Boston to begin life on his own account. After remaining there a couple of years he went to the Island of Guadeloupe as supercargo of the small trading vessel called the "Washington." Upon the return voyage the brig was taken by pirates short of hands, who were about to impress some of those found aboard the "Washington," among them Mr. Erskine, when a suspicious vessel came in sight and the pirates hastily abandoned their prize and left the vessel to proceed on her course. After his return to the United States Mr. Erskine went to Canada and remained for two years thereafter in the city of Montreal. Going back to Boston at the end of that time, he went from there to Norfolk, and thence to Richmond, Virginia, but in the course of time again got back to Boston, where he had two brothers engaged in business. Up to this time the brothers had not prospered in a worldly way, and, in fact, were in a bankrupt condition. Casting about for some enterprise which should yield better returns than any in which they had been engaged, Greene Erskine and two of his brothers decided to go to South America, and fixed upon the city of Carthagena, in the Republic of Colombia, as their place of destination. They could not, however, find a ship sailing from Boston to that port, and finally embarked for the Island of St. Thomas, in the West Indies, about thirty miles east of Porto Rico and belonging, at that time, to the King of Denmark. They found this island in a flourishing condition commercially on account of the non-intercourse and embargo laws then in force between Great Britain and the United States. They embarked in business in the capital town of the island, and after some years devoted to trade, Greene Erskine returned, in 1826 or 1827, to New York City with what was considered in those days a fortune. In New York he married, in 1831, Elizabeth Lawrence, and his residence there continued until 1832. While in that city he was engaged in various kinds of business, one of which was the founding and publication of the old "Knickerbocker Magazine," and none of which proved profitable. In December of 1832 he came with his family to St. Louis, established his home in this city, and at once embarked in the grocery trade, his place of business being on the levee, between Pine and Olive streets. Associated with him at different times thereafter in this line of trade were Christopher Rhodes, Joseph Ridgeway and others, and he continued to be known as one of the leading old-time merchants of St. Louis until June of 1841. Then, having prospered exceedingly in his commercial enterprise and being tired of business and well able to take a rest, he retired and lived thereafter on his income until his death. His life was in many respects an eventful one, and in the course of his career he had numerous interesting experiences. While a resident of the Island of St. Thomas, he was enrolled in the local militia of the island which did the police duty, the laws of Denmark at that time requiring all persons doing business in this Danish colony to become subjects of the King of Denmark. During his residence in St. Louis Mr. Erskine was known locally as one of the most ardent admirers of Thomas Jefferson and as a Democrat of the old school, but he shrank at all times from holding any public office, although frequently solicited to take part in the conduct of public affairs. He was broadly liberal in his religious views and was never a member of any church. For some years he owned two pews in Christ Episcopal Church and was a regular attendant at its services, but later became somewhat dissatisfied with this connection and, meeting on the street one day a friend who had two pews in the Unitarian Church, at Ninth and Olive Streets, who was similarly disaffected toward that church, the two men exchanged pews and Mr. Erskine attended the Unitarian Church for some years thereafter. He was a member of the Masonic order, having been made a

Mason in Mount Olive Lodge, of Boston, Massachusetts, in 1819. Mention has already been made of his marriage to Elizabeth Lawrence in 1831, and it is only necessary to say further that Mrs. Erskine belonged to the old family of Lawrences, numerous representatives of which lived about White Plains, on Long Island, New York. Ten children were born to Mr. and Mrs. Erskine, the eldest in New York City, and all the others in this city. Mrs. Erskine was born in New York City June 1, 1807, and died in St. Louis, September 14, 1871. Their son, FRANK ERSKINE, well known in the business circles of St. Louis during the earlier years of his life, and since known as a gentleman of comfortable fortune, was born March 28, 1834, in the family homestead on the west side of Fifth Street, between Olive and Locust Streets, St. Louis. When he was five years old, he was sent to an infant school on Vine Street, between the levee and Main Street, kept by Miss Butts, whom he remembers as a maiden lady of mature age. After that he attended an infant school kept by the Sisters of Charity, on the east side of Third Street, between Market and Walnut Streets; later was a pupil in several private schools and finished his education at the noted old-time academy known as "Wyman's School," which afforded collegiate advantages to the youth of St. Louis at that time. He gained his earliest experience in business pursuits as a clerk in the wholesale house of Samuel B. and Edward C. Wiggins, an establishment conducted on the north side of Market Street, between the levee and Main Street. He was connected with this house and its successors during a period of nine years, quitting its employ to engage in business for himself in 1860. He was interested in various enterprises during the Civil War and thereafter, until 1868, when he retired from commercial pursuits. Having an ample income, he has since lived in the enjoyment of his fortune, endeavoring, in a quiet and unostentatious way, to do his part as a good citizen in promoting the interests of St. Louis. Believing, as his father believed before him, that Thomas Jefferson was the greatest of American statesmen, he has always been a member of the Democratic party. During the Civil War he was a tacit sympathizer with the South, but took no active part in that conflict, and has never held or sought any public office. To observe the laws of the land, to wrong no man, and to give comfort and assistance to mankind wherever it can be done, is, in his opinion, the test of good citizenship, and he believes in giving to all men the broadest latitude in the matter of religious opinion. Entertaining this view, it has followed as a matter of course that he is liberal in everything pertaining to church and religious matters. He is a member of the Missouri Historical Society, and has always been greatly interested in the preservation of local history. April 4, 1888, Mr. Erskine married Miss Mary Allemann, born and reared in Gasconade County, Missouri, to which place her parents immigrated from Switzerland some years before the Civil War. Two sons, Lucian and Greene Erskine, have been born of their union.

Espejo, Antonio de.—"Spanish explorer, born in Cordova, Spain (some say in London), about the middle of the sixteenth century. He was a captain of the army in Mexico, when, in 1582, after organizing a special force of one hundred horsemen and a corresponding infantry detachment, almost at his own expense, he undertook, in company with Father Bernardino Beltran, a journey in search of the Franciscan missionary, Augustin Ruiz. After traveling several days toward the north he met some natives who had been converted during the expedition of Pánfilo de Narvaez to Honda, in 1528. The people among whom these lived, the Jumanes, were so far advanced in civilization that they inhabited houses of stone. Shortly afterward he learned that Ruiz had been killed, but pushed on toward the east, and, after marching through a fertile country, reached the territory of the Cumanes, whose capital, Cia, possessed "eight public markets, the houses were built of limestone of divers colors, and the inhabitants wore beautiful cloaks of cotton woven in the country.' Five leagues more west of this he found the Amayes, who had seven cities, and afterward visited the town of Acomas, situated on an almost perpendicular rock, which had to be ascended by narrow stairs, cut in the stone. After journeying eighty leagues farther he reached the country of the Zunis, where he met three Spaniards who had accompanied the expedition of Vázquez in 1540, and who had lived so long with the Indians that they had almost forgotten their native tongue. Here Father Beltran, with most of the party, left Espejo and

turned to Mexico, but he pushed on with but nine followers and reached the town of Zaguato, whose inhabitants lodged him sumptuously and gave him presents of clothing. He then passed through the land of the Quires, which contained 25,000 inhabitants and abounded in mines. The natives wore cloaks of cotton or of painted skin, and lived in houses four stories high. The forests abounded in game, the rivers in fish, and in the valleys grew maize, melons, flax, fruit trees, and vines. But he soon encountered the Tamos, who refused to let him proceed through their territory, and, turning back, he journeyed along a river which he named, 'Rio de las Vacas,' from the cattle on its banks. He reached San Bartolome in 1583, after a journey of nine months. He left a work entitled 'Relacion del viaje al Nuevo Mejico (1636).' "—Appleton's "Cyclopedia of American Biography."

Essenic Council.—This is an ancient secret order, claimed to be the most ancient in existence, antedating Freemasonry, and tracing back to a connection with the Jewish Sanhedrim and the Buddhist priesthood. Its governing principles are good will, fraternal feeling and help to all mankind. There is a chief officer with two assistants at the head of the order, and there is a council, composed of two members from each State in the Union. The number of members is limited, and no new member is admitted except when an old one dies. Members do not avow their connection, and a good deal of mystery surrounds the order. It is said that it numbers ten members in the United States Senate, and thirty-nine in the House of Representatives. The meetings are called when some important business is to be performed. The first branch of the order in the United States was established at Baltimore by members from Venice, Sofia in Turkey, and Brest in France. The order has no connection with the organization known as the "Knights of the Ancient Essenic Order."

Ethical Society of St. Louis.—The Ethical Society of St. Louis grew out of a movement started about twenty-five years ago by Dr. Felix Adler in New York City. This is now known as "The Ethical Movement;" and the organization was called the Society for Ethical Culture. After a few years other societies were inaugurated in Philadelphia and Chicago.

In the spring of the year 1887, eleven years ago, Mr. W. L. Sheldon, who had been working with Dr. Adler in New York for two years, came out to St. Louis and gave three lectures at Memorial Hall in the Museum of Fine Arts, dealing with this Ethical Movement. This led to an effort on the part of a number of the citizens to organize an Ethical Society for St. Louis. The following fall the society was definitely organized and incorporated under the laws of Missouri, with the election of Mr. Sheldon as lecturer of the society. He has, therefore, held this position since the date of organization.

The constitution of the society was constructive in character, laying down as its one aim "to put morality into the foreground in religion." Among those who founded this Ethical Society were Messrs. James Taussig, Charles Nagel, Paul F. Coste, Albert Arnstein, Otto L. Teichman, Leo. Levis, Dr. W. E. Fischel, Mrs. L. D. Hildenbrandt, W. A. Kelsoe, and many others. Its president early in its history was Dr. Chas. W. Stevens, one of the oldest and most esteemed residents of St. Louis at that time.

At first the movement was incorporated under the name of the Society for Ethical Culture. This name, however, after a few years, was entirely dropped, and the corporate name now is simply "The Ethical Society of St. Louis."

The plan was to hold lectures regularly Sunday mornings and to carry on work similar to that conducted by the churches, only along exclusively ethical lines.

The lectures have been given now Sunday mornings for eleven or twelve years at Memorial Hall. Besides the addresses given by the regular lecturer it has been customary to have discourses by other speakers from elsewhere in the United States, including the lecturers from the other societies—Dr. Felix Adler, Mr. W. M. Salter, Mr. S. Burns Weston and Dr. Stanton Coit. It has been the desire of the managers that lectures should be given by leading specialists dealing with practical ethical problems. Among those who have spoken Sunday mornings on these subjects have been Professor Frank Taussig, of Harvard University, Professors Paul Shorey and J. Laurence Laughlin, of the Chicago University. President G. Stanley Hall, of the Clark

University, and Professor Josiah Royce, of Harvard University. Occasionally addresses have also been given on applied ethics on the same platform Sunday mornings by a number of well known citizens of St. Louis.

The Ethical Society has now, 1898, about two hundred and fifty members in St. Louis. Its chairman is Mr. Robert Moore; vice-chairman, Mr. Philip Gruner; secretary, Paul F. Coste, Esq.; treasurer, Mr. Joseph Taussig. In connection with the society there has grown up a Young People's Ethical Union, with various sections, for the purpose of study in connection with ethical problems.

One great purpose of the society was to encourage and foster in St. Louis a study of the questions of the day from a strictly ethical standpoint. With this end in view it organized and conducted for a number of years a political science club, having first a general course of lectures upon "Political Economy," and then addresses on practical subjects by well known citizens. For two seasons there were a number of important talks given on the public life of this country, or on local or national institutions, by such men as Honorable D. R. Francis, Honorable John W. Noble, Honorable James O. Broadhead, Mr. W. S. Chaplin, Colonel George E. Leighton, Honorable C. P. Walbridge, Honorable E. O. Stannard, Honorable James Carlisle and others. One entire season was devoted to the study of "Crime and Criminology."

As this class of work began to extend and develop among other organizations in St. Louis, it was felt that the main purpose in such a direction had been accomplished, and the society therefore does less along this line than formerly.

In this same connection it was the plan of the lecturer also to have addresses dealing with such practical themes on Sunday morning, so as to arouse public attention to the ethical side of questions of the day. It was Mr. Sheldon's opinion that problems of this kind should be treated with the same sacredness as problems directly connected with theology. The Ethical Society has striven, therefore, to establish the standpoint that subjects of this kind were not merely "secular" in character, but that they had a profound ethical or religious import, calling for the deepest consideration on the part of the clergy everywhere.

Another important effort on the part of the society was to encourage the study of sci as a means for influencing the moods character of people. With this end in it inaugurated Sunday Afternoon Pop Science Courses, at one of the down theaters, beginning first with the men science in St. Louis, and afterward inv prominent specialists from elsewhere. Am those who were brought to St. Louis to sp in these lecture courses were Professor Fr W. Chapman, of the American Museu Natural History in New York City; Pro sor Frederick Starr, of the Departme Anthropology of the Chicago Univer Professor L. O. Howard, of the Smithso Institute, Washington, D. C.; Professor gelo Heilprin, of the Academy of Science Philadelphia, and the late Professor E. Cope, of the University of Pennsylva These courses of lectures were largely tended and proved very sucessful in St Lo

In more direct connection with eth study there was inaugurated a few years a the society was started, a special club for men, which was to meet on alternate We nesday afternoons, with the aim in view studying the ethical tendencies in litera art, history and philosophy—mainly in or to apply the study to the problems of to life at the present day. The club took name from the subject to which it devoted first year's work—Greek ethics. It has be known since that time as "The Greek Eth Club," and has about three hundred me bers. It took up a study of ethical litera historically, beginning first with Greek eth then the ethics of Rome, afterward the naissance; later on the seventeenth and eig eenth centuries. The fifth year was devo to "Modern Poets." One season was gi over to George Eliot. This club is spending two years on character studie Shakespeare.

A Young Men's Shakespeare Club has been organized with the same purpose view. The intention of both these clubs been not to make them classes in literat but rather to turn literary study in the di tion of ethics, so that reading Shakesp means, for those who are doing this wor study in character, thus having all the a practical direction. The various branc of work of the Ethical Society are atte by people quite irrespective of any pers connection with that society. Its clubs

classes have met a welcoming response by numbers in the orthodox churches, especially as the lecturer aims to keep strictly within the lines of ethics.

One of the most unique features of this society has been its Ethical Sunday-school. The plan was formed of starting a school for boys and girls Sunday mornings, with the idea of making ethics exclusively the basis of instruction, preserving as far as possible a non-sectarian character in regard to doctrinal or theological questions. This school is now completely organized under the charge of Mr. Sheldon's associate, Mr. W. H. Lighty. There are classes in "Stories from the Bible," "Good and Bad Habits," "Story of the Life of Jesus," "Duties Within the Home," "Citizenship and the Duties of a Citizen," "One's Self and the Duties Pertaining to One's Self," "Religion and the Significance of Religious Beliefs," and also a "Bible Class" for adults. One half the work of the school is devoted to general exercises. The young people always have a sentence or beautiful thought from classic literature, which they take home and commit to memory, and then are to recite the following Sunday. They also give recitations from the choicest selections in ethical literature gleaned from all ages. Besides this they have responsive exercises and singing. The sessions, therefore, partake of the nature of a "religious service" for children as well as meeting the demand for a school for ethical instruction.

The Ethical Society now has its own rooms in a wing of the Museum of Fine Arts, where the various classes and clubs have their meetings, while the Sunday morning exercises are held as heretofore in Memorial Hall.

From time to time the society has published some of the lectures given Sunday mornings, and a regular bureau of publication exists, in charge of the librarian, Mr. Wm. A. Brandenburger. At the end of the first ten years of work of the Ethical Society a volume of the lectures by Mr. Sheldon was published by the Macmillan Company, of New York and London, under the title, "An Ethical Movement." A short "Life of Jesus for the Young" has also been published in St. Louis, by the same author. At this tenth anniversary an important ethical congress was held in this city.

Self-Culture Hall Association.

It has been a principle of all the ethical societies that the members should always undertake to inaugurate practical philanthropical or educational work in their respective cities. Proceeding from this standpoint, the Ethical Society, about two years after it was founded, inaugurated an educational movement among the wage-earning class of St. Louis, and this movement has now developed into what is known as the Self-culture Hall Association. The plan in view was to encourage and foster efforts for self-improvement among wage-earners and their families—but to do this on a basis of strict neutrality on all subjects pertaining to politics and religion. The first step taken was to open some free reading rooms on Franklin Avenue, and then soon after to start a regular evening lecture course, mainly by the professors of the Washington University.

This movement, which had such small beginnings, has now reached extensively throughout the city. It occupies two entire buildings known as Self-Culture Halls; one of them at 1921 South Ninth Street, and the other at 1832 Carr Street. It also, for a time, carried on a third branch at Tower Grove, and for a number of years conducted educational classes and lecture courses at Marten's Hall, 921 Old Manchester Road. Efforts are now on foot to establish a further branch in North St. Louis, where a course of lectures has been given with great success, and an average attendance of several hundred people at the hall over the Power House of the street railway company, at 3700 North Broadway.

The resident director of this institution, who resides at the north side Self-Culture Hall, is Mr. W. H. Lighty, while the general management of the educational work has always remained in the hands of the lecturer of the Ethical Society.

But after a few years it was decided to separate this movement altogether from the Ethical Society, and form it into an entirely independent corporation. The movement had been started on March 3, 1888. In the year 1892, however, this separation took place, and a new corporation was formed, known as The Self-Culture Hall Association. The leadership in this step was taken by Mr. Jas. Taussig, who for a time was president of the association and did a great deal for its ad-

vancement. Its board of trustees has no connection with the Ethical Society, but comes from representative citizens throughout St. Louis. The following gentlemen are the trustees at the present time: Adam Boeck, A. L. Berry, Gustav Cramer, Geo. O. Carpenter, Jr., Elias Michael, T. A. Meysenburg, Dr. Wm. Taussig, I. W. Morton, Gen. John W. Noble, W. L. Sheldon.

The first treasurer of the association was Mr. N. O. Nelson, who was among the foremost founders of this work.

The work of this association has developed from a free reading room, with a lecture course, into a great number of departments. The plan has been to furnish the widest possible variety of opportunities for general self-culture. There have been classes in literature, cooking, dressmaking, mechanical drawing, history and biography, civil government, bookkeeping, natural science, music and other subjects. Debating clubs are carried on, and excursions organized to inspect prominent institutions in St. Louis, such as large manufacturing establishments, or the Museum of Fine Arts.

The main effort in the work, however, has been concentrated on the lecture courses. There are usually four to five of these lecture courses going on every week in different parts of St. Louis. Co-operation in this work has come from all sides without regard to creed or church.

Among those who have taken part in these lecture courses have been clergymen such as the Rev. William Short, W. W. Boyd, John Matthews, Jas. W. Lee, George W. Martin, S. J. Nichols, F. L. Hosmer, John Snyder, Samuel Sale and Bishop D. S. Tuttle. Physicians have been on the lecture courses, such as Dr. W. E. Fischel, Dr. Raymond Ravold, Dr. Ella Marx, and others. Then there have been lawyers and business men, such as F. W. Lehman, N. O. Nelson, Honorable Richard Bartoldt, General John W. Noble, C. H. Samson, Dr. William Taussig, Mr. Goodman King and others. Naturally, the teachers and educators from all sides have joined cordially in the work, including Mr. W. S. Chaplin, Professor F. Louis Soldan, Miss Mary McCulloch, Mr. F. M. Crunden, Mr. W. H. Pommer, and Professors H. C. Ives, William Trelease, M. S. Snow, C. M. Woodward, E. R. Kroeger, Jas. M. Dixon, J. B. Johnson, E. D. Luckey, E. H. Sears and Holmes Smith. The list of these various lecturers would co probably one hundred and fifty names a gether.

Courses of lectures are being g throughout the year on such sub as "American History," "Physiology a Health," "Literature," "Engineers and gineering," "Travels," and the various depa ments of natural science.

Those who attend the classes or lectu organize themselves into clubs with their o officers. One of the members who has b attending the work for many years is to made an officer of the association itself, a assistant organizer, Miss Ida Bohlmann.

The association publishes a small mon paper as its "Bulletin," giving the item news connected with the work. This pa was started October, 1897, with the hea "Wage-earners' Self-Culture Clubs—Mo Bulletin."

One of the most peculiar and striking partments of this association is known as Domestic Economy Schools. This branc devoted to education in housekeeping young girls. It has classes in cooking, da dry work, sweeping a room, table-setting, a of a bedroom, sewing and all the general d of work that would come with the care of home. These schools were founded by M W. E. Fischel, who has worked out the co of instruction.

There are now two branches of the Dom tic Economy Schools, one at each of the S Culture Halls. The one on the South S has been in charge of Miss Ellen Fisher, w has been the leader in developing this work that part of the city.

The support for the association comes fr the citizens of St. Louis. The subscrip range from $25 to $50, and for the most are contributed annually for three years. costs about $5,000 a year to carry on the w of the association. It is the hope of the m agers to establish a net work of branches this association all over St. Louis, reach out further and further with the lec courses, classes and self-culture halls.

W. L. SHELDON

Ethical Sunday School.—See "E ical Society of St. Louis."

Etter, William H., merchant banker, was born in St. Louis County,

souri, June 7, 1840. He is the eldest son of Coleman H. and Sarah Etter. His father came from good old Pennsylvania stock, having settled in the little town of Manchester, in St. Louis County, in 1837, where he married Miss Sarah W. Allen, who was a native of St. Louis. In 1845 the family removed to St. Louis, which was then in a state of budding greatness, but by no means giving promise of the magnitude and importance it has since attained as a metropolis. Mr. Etter has seen the great city grow, and perfectly recalls many stirring events in its history, and the many changes through which the city has passed in its march to greatness. He gives many interesting reminiscences of the days when the residence portion did not extend much beyond Fourth and Fifth Streets, while the business quarters were confined entirely to the Levee, Main and Second Streets. In those days, Market Street was the chief retail street and promenade. Mr. Etter remembers distinctly scores of old landmarks which have long since disappeared. Among these may be mentioned old Sol. Smith's theater, which stood at Third and Olive Streets, on the site of the present government building; the Missouri State Bank; the "Virginia," the leading hotel; the City Market, at Main and Market Streets; the reservoir, on Third Street; Chouteau's Pond, etc. He saw the first shovelful of dirt thrown in the building of the first railroad in Missouri. In 1849 Mr. Etter witnessed the "big fire," which destroyed so many of the city's best business houses, from the roof of the Walton House, on Third, between Olive and Locust Streets. Mr. Etter attended school at the Benton School, on Sixth, near Locust, entering the High School the year before that institution was removed to Fifteenth and Olive Streets. He had for schoolmates Judge Chester H. Krum, Miss Phoebe Couzins, and others, who have since attained distinction. In 1857 he went into active business life and became associated with his father in the dry goods business, afterward going to Litchfield, Illinois, where he opened a branch of the St. Louis house, becoming a full partner in the business. On February 9, 1863, he was married, in Harrisburg, Pennsylvania, and in December of the following year he disposed of his Litchfield business and came to St. Louis. For five years following he was known as an active, enterprising and successful merchant, and in 1869 he formed a co-partnership with Elisha and Lewis L. L. Allen, of St. Louis, and with them embarked in the banking business, and opened the Lawrence County Bank, and the banking house of Allen, Etter & Co., at Fayetteville, Arkansas. At the latter point they erected a splendid building, made of iron and native granite. The firm dissolved in 1872, the Allen Brothers retaining the Missouri house, the Fayetteville interests becoming the banking house of W. H. Etter. In 1873 business matters had become very unsettled in Arkansas. Bitterness in political matters had increased so that trade was materially damaged, the transmission of money to the East was attended by serious insecurity, the railroad system was scant and poor, and there was no floating exchange. Seizing a favorable opportunity, he disposed of his Arkansas interests and returned to St. Louis and embarked in his old business. He opened a store in an interior town in the State and while making St. Louis his headquarters, opened a number of similar establishments at different points. The management of these establishments he has placed in the hands of employes who have proven worthy of the trust and who have evinced the possession of the necessary qualifications by practical experience. Mr. Etter attends solely to purchasing stock for his several establishments, and he is not only well known to the St. Louis market, but also in New York and in the manufacturing districts where much of his time is passed each season. Both as merchant and banker, he has evidenced his keen sagacity, and in business circles, where he is widely known, he is recognized as an accomplished man of affairs. A man of ripe judgment in all matters pertaining to trade, and with unusually quick perceptions, his opinions are highly valued by the men with whom he is brought into daily contact, and all his transactions are indicative of a natural genius for trade, to which he is largely indebted for the success he has achieved. While engaged in merchandising he has operated to some extent, also, in real estate, and has a beautiful home in Cabanne Place, where he lives surrounded by all those comforts and luxuries which make life most enjoyable. While he is one of the most active business men of the city, he has great fondness for outdoor sports, of which he is an enthusiastic

patron. He is a member of St. Aldemar Commandery of Knights Templar and a Past Commander, and is a Past Chancellor and Past Supreme Chancellor in the Legion of Honor. He is also Past Regent of the Royal Arcanum. Mr. Etter has two children living, Lillie May, wife of George P. Andrews, and Nellie Willine, wife of Charles Franke.

Eureka.—A place of two hundred and fifty inhabitants, thirty miles west of St. Louis, on the Missouri Pacific and St. Louis & San Francisco Railroads, laid out in 1858. It is in the beautiful and fertile Meramec Valley, and surrounded by prosperous farms. It has a Methodist (South) Church, an Episcopal Chapel and a Masonic Hall. It was for a time the home of Edward W. Johnston, a brilliant newspaper writer, whose Washington City letters to a Philadelphia paper over the signature of "Il Segretario," about 1848, attracted much attention. The vicinity of Eureka was the scene of a railroad collision, attended by the loss of several lives, and the wounding of many other persons, in 1869.

Evangelical Church in St. Louis.—St. Louis has at present—1898—twenty-one congregations belonging to the German Evangelical Synod of North America, a constituent of the Evangelical Church. In its confession this synod acknowledges the Holy Scriptures of the Old and New Testaments as the word of God, and as the only and infallible criterion of Christian doctrines and precepts; it accepts that interpretation of the Holy Scriptures which is laid down in the symbolic books of the Lutheran and Reformed Churches so far as they agree. Among the chief of these books can be named the Augsburg Confession, Luther's small catechism, and the Heidelberg catechism. But in points of difference of these symbolic books the German Evangelical Synod simply adheres to the passages of the Holy Scriptures alluding to these points of controversy, and makes use of that liberty of conscience existing in the Evangelical Church. This body has adopted the name "Evangelical"—from the Greek "evangelion," signifying "Gospel"—because it endeavors to preach the Gospel of Jesus Christ unchanged and unadulterated, as found in the New Testament. One of the great aims and objects of the German Evangelical Synod is to unite the various factions of the church by reformation. While being strictly bibli[illegible] its doctrines and teachings, it allows free[illegible] of conscience in questions of minor imp[illegible] tance, and in its confession has a platform [illegible] which members of different denomina[illegible] may meet and extend to each other the [illegible] of fellowship, and acknowledge each other [illegible] brothers and sisters in Christ. Thus [illegible] prayer of Christ may become a reality: "[illegible] they may be one as Thou, Father, art in [illegible] and I in Thee; that they also may be one [illegible] us; that the world believe that Thou [illegible] sent me."

A church with similar principles and p[illegible] suing the same objects exists in Germ[illegible] since 1817, when the union of the Refor[illegible] and Lutheran Churches was proclaimed [illegible] Prussia by Frederick William III, the Ki[illegible] of that country, known to this day by the na[illegible] Prussian Union. This union rapidly spr[illegible] over other States of Germany, viz.: Ba[illegible] Wuerttemberg, Nassau and Hessen. The Ge[illegible] man Evangelical Synod of North Ame[illegible] however, is an independent organization, ha[illegible] ing nothing to do with any church of state [illegible] Germany. The founders of the synod we[illegible] sent by the Basle Missionary Society [illegible] religious society of strictly unsectarian cha[illegible] ter, simply to preach the gospel to the Ge[illegible] mans of this country, who were so[illegible] neglected as to religious truth and mostly w[illegible] without gospel and church. The foun[illegible] first labored among the Germans in [illegible] neighborhood of St. Louis. The first [illegible] messengers of the Basle Missionary Soc[illegible] arrived in New York, April 1, 1836, and be[illegible] on, during the same year, started out fro[illegible] Louis. Here, one of them, G. W. Wall, to[illegible] up his work and continued therein until [illegible] end of his life in 1866. He had great di[illegible] culties to contend with, and found his labo[illegible] very hard, suffering much from the enmity [illegible] irreligious people, so-called German fr[illegible] thinkers; but he patiently endured it and p[illegible] severed. The hatred and enmity of [illegible] would-be tolerant element and class of peo[illegible] went so far, at one time, that Rev. Wall's fl[illegible] congregation was compelled to guard him [illegible] weeks with shotguns and rifles. "O tempo[illegible] O mores!" Walls companion, Joseph Rie[illegible] led a rather Pauline sort of life, traveling fr[illegible] place to place through Southern Illinois a[illegible] Missouri, preaching the gospel and orga[illegible] ing congregations. Others soon followed [illegible] that, in 1840, about eight missionary work[illegible]

were found in St. Louis and vicinity. On the 15th of October, 1840, six of them, invited by Rev. Louis Nollau, one of their number, assembled at the Gravois Settlement, Missouri, and organized themselves, calling their body "The German Evangelical Church Association of the West." At this time the confession was drawn up, and principles agreed upon. Later on other German ecclesiastical bodies of the East and Northwest, which had the same principles in general, united with the German Evangelical Church Association of the West, and the name was therefore changed, in 1877, to the one it bears to-day: "The German Evangelical Synod of North America." The number of pastors now belonging to the synod is about 900, having charge of 1,150 congregations, with 89,000 families, and 194,-647 communicants. Hitherto the services have been conducted throughout all the congregations almost exclusively in the German language, but in our day, when the English language is more and more used in every-day life—yea, almost permeating the American air—services in this language also are gradually being introduced, especially in congregations of Eastern cities and States.

The Evangelical Synod has two Theological Seminaries, one at Elmhurst, Illinois, a pretty little village sixteen miles from Chicago, and the other at St. Louis. The one at Elmhurst is known by the name, Evangelical Protestant Seminary, and is a preparatory to Eden College, situated just beyond the city limits of St. Louis, on St. Charles Rock Road. The Protestant Seminary celebrated its twenty-fifth anniversary in 1895; Eden College—which see—will have been fifty years in existence in 1900. The hymnals, prayer-books, school and Sunday-school books, various papers and periodicals are published at the Eden Publishing House, the chief book concern of the synod, fitted out with the best modern printing improvements and facilities. The same is located at 1716 Chouteau Avenue, St. Louis, and is managed by Mr. A. G. Toennies.

The synod carries on extensive benevolent and missionary work, having eight Orphan Homes, six Deaconess Homes, two Homes for the Aged, and an Asylum for Epileptics. It sustains quite a mission in India, several missionaries laboring there, not without marked success.

St. Louis has always been considered to be the heart of the synod, having itself, according to statistics of 1897, 21 congregations, with 10,325 communicants. Each congregation has its church and pastor. Connected with most of the congregations there is a parochial school, where, besides elementary branches, Bible history is taught and religious instruction given. There are at present engaged in these parochial schools 26 teachers, having a total of 1,675 scholars. Some of these schools have been of untold blessing not only to their pupils, but also to the congregations with which they are connected. The Sunday-school has always been a significant feature. In 1898, 353 teachers were giving their time to the Lord, and to 4,060 scholars. Most of the Sunday-schools belong to the Evangelical Sunday-school Union of the Missouri District of the Evangelical Synod of North America.

And now it only remains for something to be said of each congregation in special. They follow here in the order in which they were organized:

The German Evangelical St. Mark's was organized by Rev. G. W. Wall in the year 1843. The following named ministers have served it: G. W. Wall, 1843-67; H. Braschler, 1867-75; J. Hoffmann, 1875-7; John Nollau, 1877-85; and Louis Nollau, 1885-94. The present pastor is Rev. E. H. Eilts, installed in November, 1894. Membership, seventy-five. Its church societies are: St. Mark's Ladies' Society, St. Mark's Young Ladies' Society, St. Mark's Junior Society, St. Mark's Sewing Society, St. Mark's Mixed Choir, and St. Marks' English Ladies' Choir. The congregation has a day school, with an average daily attendance of seventy pupils throughout the whole year, Mr. G. H. Braeutigam being teacher. It also has a Sunday-school, with two hundred scholars and sixteen teachers. The church property consists of a church, parsonage, and house for the sexton, on Soulard Street, between Broadway and Third Street, valued at $15,000; one-half of an old graveyard, no longer in use, near Cherokee Street, between Lemp and Wisconsin Avenues, valued at $10,000; old St. Mark's Cemetery, on Gravois and Loughborough Avenues, valued at $15,000; and new St. Mark's Cemetery, on the west side of Gravois Avenue, south of River Des Peres, valued at $40,000; total $80,000.

The congregation built its first small church in 1845. This was torn down in 1866, and a

new and larger house of worship was erected, and in the following year dedicated for divine service. When, on the 27th of May, 1896, a tornado swept over the southern part of St. Louis, half of this church was blown down and the great church organ was totally destroyed. But, with the aid of God and the help of Christian friends, the house of worship was restored, and on the 13th of December, 1896, again dedicated to its divine purpose.

Evangelical St. Peter's Church was organized in July, 1843, by Rev. G. W. Wall, who remained with it until 1845. The following have served as pastors: G. W. Wall, 1843-5; J. J. Ries, 1845-52; Louis E. Nollau, 1852-60; A. W. Roeder, 1860-70; E. Roos, 1870-80; A. B. P. J. Thiele, 1880-5; and J. F. Klick, the present pastor, who has served since 1885. The congregation has two hundred members, and a week-day school, with three teachers: H. Rabe, Paul Austmann, and Miss Werning, teaching an aggregate of two hundred and twenty-five scholars. The church property, situated at the corner of Fifteenth and Carr Streets, consists of a church, a parsonage, and a dwelling for teachers and sextons. With the exception of Bellefontaine, Calvary, and Evangelical St. Mark's, the St. Peter's Cemetery on Hunt and Lucas Avenues is the largest in the city, comprising ninety-seven acres—Christopher Karbach being superintendent. The property of the congregation aggregates in value about $100,000.

Evangelical St. Paul's Church was founded in October, 1848. The ministers have been: A. Baltzer, 1848-51; J. Will, 1851-61; H. S. Seybold, 1861-3; Dr. R. John, 1863-78; C. A. Richter, 1878-80; O. Telle, 1880-1; and from 1882 until the present time and still serving, Rev. J. Irion. Its present membership is one hundred and twenty, and its auxiliary societies are: the Young Men's, Young Ladies,' and Ladies' Auxiliary Societies, a Mission Society, a Sewing Society, Sunday-school Union, and a Benevolent Society. It has a day school with three teachers and one hundred and fifty to two hundred scholars; and a Sunday-school with from three hundred and fifty to four hundred children. The church property is situated at Lafayette Avenue and South Ninth Street, and consists of property worth $40,000. The tornado of 1896 totally destroyed the church and parsonage, but both have since been rebuilt in elaborate style. The con- gation also has a beautiful cemetery Gravois Road.

Evangelical St. John's Church, locat Fourteenth and Madison Streets, was org ized in October, 1852, by Rev. J. Will. It been served successively by Rev. J. Will, J. J. Riess, Rev. Christopher Schrenck, L. Haeberle, Rev. C. Mueller, and the pre pastor, E. T. Bettex. It has a membersh two hundred and forty-one families, and auxiliaries are: a Ladies' Aid Society, Yo Ladies' Society, Young Men's Society, a Christian Endeavor Society. It maintai parochial school, with about two hun children and four teachers; and a Sun school, with about three hundred and seve children. It has property at Fourteenth Madison Streets valued at $50,000, a cemetery on St. Cyr Road, valued at $2

Evangelical Friedens Church was fou by Rev. J. M. Kopf, who is still paste 1858. Membership, two hundred. The so ties connected with it are: the Ladies Young Ladies' Societies, and the Sun school Union. It has a parochial school three teachers; and its property consists church, school house and parsonage, on N teenth Street and Newhouse Avenue, va at $40,000, including a cemetery at the hea North Broadway.

Evangelical Zion's Church was founde October 1868, by Rev. A. Mueller, with se members. Its ministers have been: A M ler, 1868-72; J. F. Koewing, 1872-6; H. K ner, 1876-83; and from 1883 until the pre day, Rev. John Baltzer, still serving. congregation owns a beautiful cemetery on St. Charles Rock Road, containing forty acres. In 1889 a lot fronting 100 feet Benton Street, at the corner of Twenty Street, was bought, and a four-room sch house erected thereon. In 1895 a new sonage was built, and the church was enla so as to have a seating capacity of nine hu dred and fifty. Its membership is two hu dred and forty-nine. The day school has hundred and fifty pupils, the Sunday-sch four hundred, and the Ladies' Society hundred and forty-six members.

Evangelical Bethania Church was found in 1869, by Rev. C. Stark, at that time ber of the Evangelical Synod of the W Since then the following ministers served: Rev. L. Austmann, Rev. C. Kra

and H. F. Deters. Rev. H. F. Deters is still pastor of the congregation. It has a membership of seventy-five families; the Ladies' Aid Society, one hundred and five members; and the Young Ladies' Society, thirty members. The church and parsonage are located at the northeast corner of Twenty-third and Wash Streets, assessed at $45,000. Its cemetery, on the St. Charles Rock Road and the Wabash Railway, is worth $60,000.

The Evangelical Carondelet Church was founded by Rev. J. Will, in November, 1869. The following named ministers have served since: F. Weygold, 1870-2; A. Mueller, 1872-81; E. Berger, 1881-8; J. Hoffmann, 1888-96; and Rev. Edward Bleibtreu, since 1896. It has ninety-eight members, and maintains the Ladies', Young Ladies', and Young Men's Societies, and a Sunday-school Union. The church is located at Koeln and Michigan Avenues, and its church, school and parsonage are worth about $10,000.

Evangelical St. Luke's Church was founded in October, 1870, by Rev. A. Reusch, who remained in charge until 1876. Rev. William T. Jungk was pastor from 1877 to 1881, and from 1881 to the present time Rev. H. Walser has served in that capacity. Its parochial school has sixty scholars, and its Sunday-school two hundred children enrolled. It maintains the Young Ladies', Ladies', and Young Men's Societies, and has church property on Scott and South Jefferson Avenues worth $24,000.

Evangelical St. Matthew's Church was founded in October, 1875, by Rev. H. Braschler, who remained until 1882, to be succeeded by his son-in-law, Rev. H. Drees. Rev. Drees worked faithfully until 1895, when his health failed, compelling him to sever his connection with the parish. Rev. C. Kramer, from Alton, Illinois, was unanimously elected in his stead and still has charge. The number of members is one hundred and fifty, with Ladies', Young Ladies', Mission and Choir Societies. The parochial school has one hundred and fifty pupils, and the Sunday-school three hundred pupils. The church building, school, and parsonage, situated on Jefferson and Potomac Avenues, have a value of $45,000. The congregation owns a cemetery at Bates Street and Morgan Ford Road, with a chapel thereon, worth $4,000. This is the finest cemetery in the southern part of the city. Until 1889 the congregation had its church on South Seventh Street. This church was sold in the latter year, and the new large edifice on Jefferson and Potomac Avenues was built in 1890.

Evangelical Ebenezer Church was founded in September, 1886, by Rev. W. Fritsch. Rev. S. A. John followed. At present, Rev. Max Habecker is pastor of the congregation, which has one hundred members. It has the Women's, Young Ladies' and Benevolent Societies, and the Sunday-school Union; a parochial school with one hundred scholars and two teachers; and a Sunday-school with three hundred and fifty children and twenty-eight teachers. Its property, on McNair Avenue, between Pestalozzi and Arsenal Streets, is worth $35,000.

St. Jacob's Evangelical Church was organized and its constitution adopted August 11, 1886. Prior to 1886 Rev. J. M. Kopf and students of Eden College occasionally preached the gospel to the Germans in the locality commonly called Lowell. In July, 1886, Rev. C. G. Haas was called to take charge, so as to take definite steps toward organization, which was effected on the date above given, the constitution being drawn up and signed by fourteen members. Until September, 1888, services were held in the little school house on DeSoto Avenue, below Broadway. When the quarters there got too small a piece of property, 119 by 238, was bought on College and Blair Avenues, and a church, with a seating capacity of six hundred and fifty, and subsequently a parsonage and school house, were erected at a total cost of $20,000. The dwelling of the pastor was paid for by the Ladies' Auxiliary Society, which has been a hearty co-operator of the congregation in its various monetary affairs. The organ and the steam-heating were also donations of this society. The membership of the church is one hundred and twenty. The parochial school has one teacher and thirty-five scholars, and the Sunday-school two hundred and seventy-five scholars and nineteen teachers. Rev. C. G. Haas, the founder, is still pastor of the congregation.

The Evangelical Salem Church was founded by Rev. George Toennies in 1885. Rev. J. J. Fink was the first pastor and remained in charge until 1897, when he accepted a call of the Evangelical Jesus congregation, St. Louis. Rev. H. Walz, of Mascoutah, Illinois, was chosen as his successor. There are

seventy-five members of this church. The Ladies' Society has fifty-five members, and the Young Ladies' Society twenty members. The church and parsonage are on Margaretta and Marcus Avenues. Under the energetic work of Rev. H. Walz, the little old frame church has become too small and the congregation erected, in 1898, a large new church, at a cost of $13,000.

The Evangelical Bethlehem Church was organized January 18, 1891, by the Board of Home Mission, with H. Graebedinkel as pastor. The church has a membership of sixty-three, and its societies are: the Ladies' Aid Society, fifty-eight members; Mixed Choir, fourteen members; Male Choir, twelve members; and the Sunday-school Choir, twelve members. The parochial school has forty scholars, and the Sunday-school two hundred and fifty scholars. The church is situated on Shaw Avenue and Hereford Street, and the value of its property is estimated at from $10,000 to $12,000. In April, 1897, the congregation decided to erect a new edifice. The corner-stone was laid October 31, 1897, and the building was finished and dedicated on Sunday, March 20, 1898. It cost $6,000.

Christ Evangelical Church was organized in 1888, by Rev. G. Kienle, in Benton, a suburb of St. Louis. The present pastor is Rev. John Erdmann. The church property is worth $2,000, and the congregation numbers forty-five members.

Immanuel Evangelical Church is on Euclid Avenue, near Washington Avenue. The congregation was organized by Rev. Charles Pleger, in 1889. Its membership is thirty-nine, and its property is worth $4,000. The present pastor is Rev. F. Pfeiffer.

Eden Evangelical Church, on Hamilton and Bartmer Avenues, was organized by Rev. F. W. Esser, in 1890. It has forty members, and property worth $8,000. The present pastor is Rev. O. Baltzer.

Trinity Evangelical Church, on Neosho Street and Michigan Avenue, was organized by Rev. H. W. Booch, in 1892. It has fifty members and property worth $3,000. The present pastor is Rev. F. H. Bosold.

St. Stephen's Evangelical Church of Baden, was organized, in 1896, by Rev. K. Struckmeier. Its church, parsonage, and school buildings are worth $10,000, and the congregation numbers thirty-five members.

Jesus Evangelical Church was organized by Rev. L. G. Nollau, in 1894. The pres pastor is Rev. J. J. Fink. It has eighty me bers, and a Sunday-school with two hund and seventy-five scholars. Its propert Twelfth and Victor Streets is worth $3,0

Emmaus Evangelical Church was orge ized by Rev. Charles Pleger, in Rock Spri in 1897. It has fifty members and prope worth $4,000.

C. G. Ha

Evans, Charles, organizer of the U derwriter's Salvage Corps, of St. Louis, w born in Fayette County, Indiana, January 1845, son of Joshua and Ann (Thank Evans. He was reared in Indiana and ed cated in the public schools of that State, co tinuing to reside there until his enlistme the Union Army during the Civil War car him out of the State and changed the cou of his life. In June of 1861, when the w clouds from which the lightning had flas at Fort Sumter, continuing to grow dark and blacker, alarmed and aroused the inc of the Union throughout the North, he a listed in the Sixth Indiana Battery, but fa to meet the military requirements upon exa ination, was rejected. September 16th of th year he again enlisted, and this time was ac enrolled and mustered into Company L of t Second Indiana Cavalry Regiment. In th regiment he served until October of 18 and then re-enlisted in the United States s cret service, under Captain Jim Blue, of N York. He was engaged in this adventur and perilous service for more than a year, b ing finally mustered out November 22, 18 After revisiting his old home in Indiana, then went to Chicago, and from there we Boston, where, in the year 1866, he beca connected with the East India shipping s vice, having headquarters in that city. S ing on the vessel "Adrian," in charge of E India and Liverpool shipments, he had varied and interesting experience of a year more as a sea-faring man. Tiring of this he returned to Chicago in 1868 and beca a member of the Chicago Fire Departm with which he was connected for four ye At the end of that time he severed his conn tion with the fire department, and Februar 1872, became a member of the Chicago F Insurance Patrol, with which he was c spicuously identified until 1874. He was invited to come to St. Louis and organiz Underwriters' Salvage Corps of this c

Chas Evans

Accepting the invitation, he came to St. Louis June 19th of that year, and July 3d following completed the organization of the salvage corps, the existence of which as an active and potent factor in preventing fire losses dates from that time. Captain Evans was made chief of the salvage corps at its inception and has ever since occupied that position. Those associated with him in the organization of the corps were George T. Cram, W. G. Bentley, Lewis Snow, W. D. V. VanBlarcom and B. W. S. Lemoine, who comprised the first board of directors, Messrs. Cram, Bentley and Snow being president, vice-president and secretary and treasurer respectively. The corps was organized under the auspices of the board of underwriters, its object being to reduce fire losses to the minimum by affording protection for goods and providing against damages by water, as well as fire. The expense of maintaining the corps has been borne from the start by the fire insurance companies doing business in the city, such expense being divided among the companies in proportion to the annual volume of their business. Under Captain Evans' admirable management, it has been developed into a wonderfully effective organization, and the extent to which it has reduced fire losses is evidenced in the statement that the percentage of loss from fire has been reduced from 37.37 in 1873—just before the salvage corps came into existence—to 13.40 in 1896. The published report of the salvage corps also shows that, alone and unaided by the city fire department, it extinguished sixty-nine fires in the year 1896. The splendid service rendered by the corps to the insurance interests of the city and to the general public as well is largely due to the organizing ability, disciplinary capacity and constant vigilance of Captain Evans. His early military experience materially influenced his subsequent career, and as chief of the salvage corps he has infused into it the spirit and *esprit de corps* of a perfectly drilled and thoroughly equipped military organization. The chivalrous element dominant in his own nature has become a characteristic of the corps which has served so long under his command and has added greatly to the usefulness and efficiency of the organization. In Masonic circles, Captain Evans is widely known as a Knight Templar and a member of the order of the Mystic Shrine, has held numerous important offices in the Masonic fraternity and has also been prominently identified officially with the order of Elks. He was married August 9, 1875, to Miss Josephine M. Stevens of Richmond, Wayne County, Indiana.

Evans, Daniel, was born September 28, 1849, in Hanbrynmaer, Montgomeryshire, Wales, son of Richard J. and Catherine Evans. He obtained a meagre education in the schools of his native town and supplemented this with such education as he could obtain in the night schools of St. Louis after his coming to this city. His mother died when he was eight years old, and in 1864 he came with his father to this country. Their first home was at Johnstown, Pennsylvania, where they lived two years. At the end of that time they went to Racine, Wisconsin, where he finished serving his apprenticeship to the carpenter's trade and began working as a journeyman. From Wisconsin he went to Emporia, Kansas, remaining there until the fall of 1873, when he came to St. Louis. During the first two years of his residence in this city, he worked as a journeyman, but in 1875 began building operations on his own account. The first contract which he took was for the building of a residence for T. A. Stoddard, in Cabanne Place. He did the work well and the venture resulted advantageously to both himself and his employer. Gradually thereafter he added to his capital and increased the scope of his enterprise proportionately. Within a few years after he began business for himself he had become one of the popular builders of the city and was giving employment to a large number of workmen and constructing buildings creditable alike to his mechanical skill and his executive ability. Many of the handsomest residences in the city have been constructed under his supervision, among which may be mentioned those of F. H. Ludington, George O. Carpenter, C. S. Greeley, L. B. Tebbetts, and ex-Governor Francis. Public buildings which stand as monuments to his ability in the building line are the Mercantile Library, the Y. M. C. A. Building, and others. Beginning life with industry and mechanical skill as his only capital, he has made for himself a place among the substantial business men of St. Louis, and enjoys the esteem and kindly regard of the people among whom he has lived and labored for a quarter of a century. He has been an important factor in controlling and directing the building affairs of

St. Louis for many years, and while he has held no political office he has held numerous official positions incidental to his calling. He was president of the Mechanics' Exchange, serving in that capacity during the year 1876, and was also first president of the Master Builders' Association of St. Louis. He has always been known politically as a staunch Republican, and for many years he has been a Presbyterian churchman. In his childhood he joined the Welsh Calvinistic Methodist Church, in Aberdovey, Wales, but soon after coming to this country became a member of the Welsh Presbyterian Church at Johnstown, Pennsylvania. He affiliated with that church afterward, while living at Racine, Wisconsin, and at Emporia, Kansas, but became an English Presbyterian upon coming to St. Louis, and is now a communicant of the Lafayette Park Presbyterian Church, and a member of its board of trustees. He is a member of St. Louis Commandery of Knights Templar, of Moolah Temple of the order of the Mystic Shrine, of Wildey Lodge of the Independent Order of Odd Fellows, and of Alpha Council of the Legion of Honor. Mr. Evans was married, in 1883, to Miss Jennie Jones, of St. Louis.

Evans, David Harries, was born July 11, 1826, in Welshpool, Montgomery County, Wales, and died in St. Louis September 30, 1898. His father, who was a local minister of the Gospel, died in the early boyhood of the son, and he was reared and educated under the care and guardianship of his mother. Until he was ten years of age he had the advantages of instruction by a private tutor at Powis Castle, in his native land, but when he was ten years old he came with his mother to the United States, and his education was completed in the contact with the public in the rough battle of life. The family settled first on a farm at South Charleston, Clark County, near Springfield Ohio, and David H. Evans lived there for six years thereafter. He then went to Dayton, Ohio, where he learned the business of brewing ale under the supervision of a Mr. Harries, in his day a noted English brewer of that city. In 1844 Mr. Evans came to St. Louis, and for eight years thereafter he was employed as a clerk by his brother, Evan Evans, who was a wholesale dealer in bottled ale, and did business on Main Street, near Washington Avenue. He became a partner in this business in 1852, and after the de of Evan Evans, in 1858, took charge of it, co tinuing it successfully until 1869. He th disposed of his interests in this connec and in 1873 engaged in the real estate brokerage business. This business he co tinued until 1895, and during a period of m than twenty years he was a prominent fig in local real estate circles. He was succe ful in his various business ventures, accu lated a comfortable fortune, and is rem bered as a man of the strictest integrity most exact rectitude in all his dealings. was a pioneer in making improvements what is now Lindell Boulevard, bet Spring Avenue, and he erected and owned that street, for his first home after his m riage, the handsome residence occupied, at present time, 1898, by Judge George A. M dill. He was one of the warm advocates the widening and beautifying of this str and was the first resident on that street to co tribute the necessary ground for this purp Identified with the Methodist Church in ea life, and later with the Lutheran Church which Dr. Rhodes is the pastor, he helped various ways to advance religious inter and was a liberal contributor to the chur with which he was connected. Politicall was identified with the Republican pa During the Civil War he served for a time a government commissary officer and acc that capacity at the battle of Corinth. 5, 1865, Mr. Evans married Miss Julia M adopted daughter of Claiborne D. Loat Memphis, Tennessee. This wedding is torical as being the first to take place in vary Church, in Memphis, after the clo the war. The surviving members of Evans' family are Mrs. Evans and one da ter, Miss Imogene Evans.

Evans Place.—An addition to St. L dedicated in 1872 by B. D. Evans, Evans, Lydia Evans, Montgomery Walker Evans and Amanda Evans. It cluded twelve blocks extending along north side of Page Avenue from Prairie nue to Taylor Avenue.

Evill, John, was born September 1818, in Philadelphia, Pennsylvania, and in St. Louis April 22, 1890. His pa were John and Mary (Smith) Evill, and father was for many years a prosperous

D H Evans

manufacturer in the city of Philadelphia, where he died in 1843. His wife died in 1851. John Evill, the son, was educated in the public schools of his native city and then served a term of years as an apprentice to the plasterers' trade under the direction of James Allen, in his day a noted interior decorator of Philadelphia. In 1840 Mr. Evill came to St. Louis, and forming a partnership with William Smith, under the firm name of Smith & Evill, he engaged here in the business for which he had fitted himself. This association continued until 1861, their place of business being on Locust Street, between Fourth and Fifth Streets. In 1861 the partnership was dissolved, Mr. Evill purchasing Mr. Smith's interest and continuing the business thereafter alone for nine years. During the Civil War building operations of all kinds were practically suspended in St. Louis, and as a consequence, Mr. Evill did not make much progress toward the accumulation of a fortune for some years, and in 1871 he abandoned his trade and turned his attention to the grain trade. During the years, however, that he was identified with the building interests of St. Louis he plastered and decorated many of the most conspicuous buildings of the city, among which were the original Lindell Hotel, the old Planters' House, the Virginia Hotel, the first Mercantile Library Building, the Polytechnic Institute, Dr. Bullard's Presbyterian Church, the old Mary Institute Building, and the old Washington University Building, now occupied by the Manual Training School. In consideration of services rendered the university in this connection, he was given scholarships in that institution, which were made use of by his children, all of whom were educated there. While engaged in contract work, he also acquired the Phoenix Planing Mill, located at Fourteenth and Spruce Streets, at which he built, on an emergency order, about 2,000 freight cars used on the Missouri Pacific Railroad, in which he was an original shareholder. After quitting the occupation of his early manhood, he engaged, in 1871, in company with his son, John H. Evill, in the wholesale and retail grain and hay trade, under the firm name of J. H. Evill & Co. This firm did business originally at the southwest corner of Twelfth and Locust Streets, in a building which is still standing, and which is now regarded as one of the old landmarks in that part of the city. In 1884 they erected and removed to one of the largest hay and grain warehouses in St. Louis, located at 3017 Olive Street. At this location Mr. Evill continued in business until his death. His home was for twenty-seven years at 1517 Olive Street. He gained the military title of captain in 1861, through being commissioned captain of a company of men between forty-four and forty-five years of age and living east of Seventeenth Street, who were known as the "Evill Guards," or "Kitchen Rangers," the last name being suggested by the fact that they used the kitchen of the old Lindell Hotel as a drill-room. Captain Evill was a successful man of affairs, enterprising in business matters and a large-hearted, generous gentleman, always in sympathy with movements to promote the public welfare, and generous in his contributions of time and money for such purposes. He was the first president and an incorporator of the Mechanics' Bank, a director in the old Missouri Bank, and a charter member and stockholder in the original St. Louis Fair Association, contributing five thousand dollars to promote that enterprise. In the days when volunteer firemen protected the city of St. Louis against conflagrations, he was a member of the old Liberty Fire Company, in which he served seven years. A pioneer Odd Fellow, his affiliation was with Wildey Lodge of that order. In politics he was a Democrat, and independent in his religious views. December 13, 1843, he married in St. Louis Miss Martha Davidson, daughter of William and Rhoda (Boyd) Davidson, both natives of Virginia. Mrs. Evill is a descendant of Philip Boyd, of Virginia, of Revolutionary fame. The surviving members of Mr. Evill's family are Mrs. Evill and four children, Mary A., widow of William F. Andrews; Katherine, wife of C. W. Blockson, of Wheeling, West Virginia; J. H. Evill and Burton K. Evill, of St. Louis.

Ewing, Ephraim B., lawyer and jurist, was born in Todd County, Kentucky, in 1819, and died in 1873. He was the son of Rev. Finis Ewing, who was one of the founders of the Cumberland Presbyterian Church. After completing his education at Cumberland College, of Caldwell, Kentucky, he read law and was admitted to practice in 1842. His parents had emigrated to Missouri in 1820, and he began the practice of his profes-

sion in this State. In 1848 he was appointed Secretary of State of Missouri, and held that office four years. In 1856 he was elected Attorney-General and held that office until 1859, when he was elected a member of the Supreme Court to fill out an unexpired term. In 1861 he resumed the practice of law and shortly afterward came to St. Louis. In 1869 he was elected one of the judges of the St. Louis circuit court, and in 1872 he was again elected a Supreme Court judge. Thereafter until his death he graced the bench of the highest judicial tribunal of the State.

Ewing, James Fowler, was born January 26, 1845, in Troy, New York, son of Calvin C. and Julia (Allen)Fowler. When he was ten years of age his parents removed to Wayne County, New York, and he grew up there on a farm, obtaining all his education in the public schools of that region. His inclinations being toward trade rather than agricultural pursuits, he left the farm when he was seventeen years of age, and went to New York City, where he found employment in a drug store. After following this occupation three years he entered the quartermaster's department of the government military service in 1863 and went South with Captain Teason, who was then running a dispatch boat. Some time later he was taken seriously ill, and after lying four months in the hospital at Washington, D. C., he resigned his position and returned to his father's home in Wayne County. In 1864 he went to Michigan to join a brother who had preceded him to that State, and soon afterward they both enlisted in the Thirtieth Michigan Volunteer Infantry for service in the Civil War. Before they saw any active service, however, the war drew to a close, and they were mustered out of the army in Michigan. Mr. Ewing then engaged in steamboating on Lake Huron, acting as express agent and having charge of the United States mails on a large steamer, and also filling the position of "trader," as it was called in those days, he being entrusted in this connection with the business of buying the cargoes which the boat carried up the lake from time to time. In the spring of 1869 he went to East Saginaw, Michigan, and became junior member of the firm of Aiken, Stenson & Co., wholesale dealers in crockery and house-furnishing goods. Two years later the firm became Aiken & Ewing, and conducted its busine under this name until the autumn of 18 when Mr. Ewing sold his interest in the e tablishment and embarked in the salt tra In 1875 he started a salt manufacturing est lishment at Bay City, Michigan, under t firm name of J. F. Ewing & Co., giving t enterprise his personal attention until 18 He then came to St. Louis as general ma ager of the Michigan Salt Association, wh had determined to extend its trade into t Southwest. When he came to St. Louis ve little Michigan salt was used in this reg and none at all in the Southern States. H was the pioneer in establishing and build up what has since become a very extens trade in this commodity, with St. Louis as headquarters. When he began business he St. Louis ranked fifth among the cities of t country in its salt trade; whereas, at the pre ent time, it ranks second in the magnitude its dealings in this product. Only one firm the United States handles to-day more sa than Mr. Ewing, and his trade extends we ward to California, and south to the Gulf Mexico. While building up this branch commerce he has become identified as an i vestor and official with various other enter prises in St. Louis, and he is president of t Southwestern Zinc Company, president of t Crystal Water Company, a director of t Merchants' Life Insurance Company. He a member of the Mercantile Club and in close touch with the leading business men of t city socially as well as in the affairs of co merce. Although not a member of t church, he was reared a Presbyterian, and i clines to that faith, but is equally generous his contributions to all evangelizing agenc He joined the Masonic order in 1866, in Mi igan, and still retains his membership in t "Blue Lodge" and Royal Arch Chapter that State. In St. Louis he is a member St. Aldemar Commandery of Knights Te plar, and of the various bodies of Scott Rite Masons, holding high rank among t members of this mystic brotherhood, and h ing served as treasurer of one of the Scott Rite bodies for ten years. December 22, 18 Mr. Ewing married Miss Sarah M. Hal Bay City, Michigan, who died March 22, 18 April 18, 1887, he married, for his second w Mrs. Jeannette A. McClintock, of Louisv Kentucky, who died in October followin

Ewing, William L., merchant and steamboat owner, was born January 31, 1809, at Montclair, near Vincennes, Indiana, the eighth of ten children and the third son of Nathaniel and Mary (Breading) Ewing, both of whom were natives of Pennsylvania, and who had removed to Indiana in 1807. The elder Ewing was a man of prominence in his day, and came to Indiana as receiver of public moneys by appointment of President Jefferson. He subsequently became a member of the Territorial Legislature, distinguishing himself as a practical legislator, and was prominent among the men who secured the admission of Indiana into the Union as a free State. He died at Montclair in 1846. William L. Ewing, the son, made the best of somewhat meagre early educational advantages, and when twelve years of age accompanied his brother-in-law, Dr. William Carr Lane, to St. Louis. Here he attended for a time St. Louis University, having among his classmates and fellow-students many young men who afterward became prominent citizens of Missouri and other States. On leaving college he was for a time a clerk in the employ of Messrs. Hough & Co., and later was bookkeeper for the "Missouri Republican." He returned to Vincennes in 1833 and embarked in the mercantile business there with John Ross, who was afterward an eminently successful Indiana banker. After a prosperous career of three and a half years as a merchant at Vincennes he came back to St. Louis, and on the 1st of January, 1839, became associated with Pierre A. Berthold and Louis P. Tesson in the wholesale grocery business in this city. Within the next ten years the firm of Berthold & Ewing became one of the leading commercial establishments of the Southwest, but in 1849 they suffered a heavy loss in the great fire of that year and were compelled to begin anew. He resumed business as head of the firm of William L. Ewing & Co., and this house attained great celebrity among Western merchandising establishments. For many years its trade extended over a wide area of territory, and wherever it was known it was esteemed by its patrons for its correct business methods and its exact rectitude in all its dealings. Although during the later years of his life Mr. Ewing withdrew, in a measure, from active participation in the conduct and management of the affairs of this house, it remained under his control until his death, and no Western merchant of his day was more widely or favorably known. Thoroughly public-spirited, he aided in promoting many early enterprises which contributed materially to the prosperity and upbuilding of St. Louis. He was interested at one time and another in various steamboat lines, owned at one time many fine boats, and one of the handsomest boats plying on the Mississippi River bore his name. He was a director of the Merchants' National Bank from the date of its foundation until his death, and for many years was president of that institution. He was also a member of the St. Louis Agricultural and Mechanical Fair Association; was one of the original members of the Merchants' Exchange, and was a stockholder and director in numerous other corporations. He subscribed largely to the various public beneficiary institutions of St. Louis, and was a liberal, although entirely unostentatious, giver to charities of all kinds. Genial in manner and kindly in disposition, he was a gentleman of the old school and one of the most popular of the early merchants of St. Louis. In early life he was an old-line Whig in politics and took an active interest in public affairs as a member of that party. After its dissolution, however, he gave little attention to politics outside of affairs pertaining to local government. He became a member of the Catholic Church after his marriage, and died in that faith October 26, 1873, at Bailey Springs, near Florence, Alabama, to which place he had gone in the hope of improving his health. His remains were brought to St. Louis and now rest in Calvary Cemetery. In February of the year 1838 he married Miss Clara Berthold, who was the daughter of Bartholomew and Pelagie Berthold. Mrs. Ewing's maternal grandfather was Pierre Chouteau, who, as a boy, came to St. Louis with its founders, in 1764. Three daughters and three sons survived Mr. Ewing.

Ewing, William L., mayor of St. Louis, was born in St. Louis, March 16, 1843. He had every advantage that birth and condition could bring, his father, William L. Ewing, having been a prosperous merchant and influential citizen, and his mother a Berthold, connected with some of the old families of this city. He was thoroughly educated at the Christian Brothers' College in St. Louis, and in 1877 was chosen a member of the House of Delegates at the first election under the

Scheme and Charter. He was made speaker of the House, and showed such an interest in and capacity for municipal affairs that in 1881 he was elected mayor, serving a four years' term with distinction, and retiring to private life, taking with him the respect and confidence of the people of the city.

Excavation.—In St. Louis the cost of rock excavation in open cut is usually estimated at about $2 per cubic yard, more or less, according to conditions. The inlet tunnel for the water works, which was driven through solid limestone, with a section 10x10 to 10x16 feet, cost about $6 per cubic yard of excavation, or $23.46 per lineal foot. The rocks beneath the city are concealed under a covering of earth. On the hills there is usually a yellow bluff clay, which is readily excavated and is used extensively to make red brick. In the bottom lands there are a tenacious blue clay and beds of sand, which, when saturated with water, are excavated with difficulty. Earth excavation above the water line, with a short haul, costs about fifteen cents per cubic yard. In digging for the water-works conduit a steam excavator was used, removing about 600 cubic yards per day at a cost of 5 1-8 cents per yard.

Exchange Square.—A tract of land containing nearly thirteen acres, located on the river front in North St. Louis, which was placed under the control of the city in 1816 by Colonel William Chambers, Major William Christy and Major Thomas Wright, who designed that it should be converted into a public park. The city was not vested with ownership, but it was made trustee of the grant, and it was stipulated that the land should "remain a commons forever" for the benefit of the owners of lots in Chambers, Christy & Wright's addition. The city improved it to some extent in later years, but its right to hold the property was attacked in the courts by heirs of the original grantors. The courts decided against the claimants and also nullified a compromise agreement entered into between the city authorities and these claimants upon petition of a lot owner in the real estate addition above referred to. Ultimately, however, the city tired of the effort to maintain it as a park, and it is not now known in the park system of St. Louis.

Excise Commissioner.—The of excise commissioner, being a State of limited to cities of 200,000 population over, exists only in St. Louis and Kan City at present. The commissioner is pointed by the Governor, and holds his po tion at the pleasure of the Governor. He exclusive authority to grant dram licenses, the price of which in St. Louis is $ a year—$500 for the city and $100 for State. These licenses yielded in 1898 $1,20 000, of which $1,000,000 went to the city $200,000 to the State. The excise com sioner has no fixed salary, but receives $ each license issued. The office was created 1893, and the first commissioner for St. Lo was N. M. Bell.

Ex-Confederate Historical an Benevolent Association.—An asso tion organized in St. Louis in 1882 w Major John S. Mellon as president; Ju Leroy B. Valliant, vice-president; Cap C. P. Ellerbe, secretary, and Major C. C. Ra water, treasurer. The association lasted 1892, but has since ceased to have any ac existence or regular meetings. Its offic from 1882 to 1890 were as follows: 188 John S. Mellon, president; Leroy B. Valli vice-president; C. P. Ellerbe, secretary; C. Rainwater, treasurer. 1883-5—Celsus Pa president; L. B. Valliant, vice-presid D. W. Saddler, secretary; C. C. Rainwa treasurer. 1886—L. B. Valliant, presid Henry Guibor, vice-president; C. A. D France, secretary; Joseph Boyce, treasu 1887—Henry Guibor, president; James Douglas, vice-president; C. A. De Fran secretary; Joseph Boyce, treasurer. 188 Joseph Boyce, president; Dr. John A. Le vice-president; W. P. Barlow, secretary; J thony Boyce, treasurer. 1890—J. R. C borne, president; Dr. John A. Leavy, v president; W. P. Barlow, secretary; Thom Lynch, treasurer.

Executions of Criminals.—The of executions that have taken place in Louis is a long one, the most notable of w have been the following: September 1809, witnessed the first official hangin the Territory of Louisiana. On Mon June 26, 1809, John Long, Jr., shot and k his stepfather, George Gordon, at Long's in the township of Bonhomme, in the Co

of St. Louis. He was indicted by the grand jury at a special term of the *oyer* and *terminer* court held at St. Louis, August 14, 1809, for murder in the first degree. He was tried August 21, found guilty and sentenced to be hanged. He was duly executed on the date above given. This was done after the primitive methods then in vogue, and which, it may be of interest to note, were closely fashioned after those prevailing at Tyburn, where so many famous highwaymen of romance paid the last penalty of the law. John Long, Jr., duly escorted, was driven up to the place of execution in a cart. The scaffold was a simple contrivance, consisting of two upright posts across which a horizontal beam was attached. From the beam hung a rope. The condemned man was driven under the scaffold, and the rope was adjusted with a running noose around his throat. When everything was ready the cart was driven forward, leaving the culprit dangling by the neck. Death came to murderers in those days not mercifully by sudden dislocation of the neck, but slowly and painfully by strangulation. It is worth noticing that execution followed judgment in less than a month, which many will regard as an improvement upon the existing dilatory methods in murder cases. It may be stated that the old custom, still observed in England, was to allow three Sundays to intervene between sentence and execution. This custom seems, whether knowingly or otherwise, to have been observed in the case of John Long, Jr., the first murderer hanged by due process of law at St. Louis.

For the next forty years or so the records are not accessible beyond the following mere enumeration for St. Louis. Hugh Kink was hanged for the murder of Martin Green, May 20, 1827. Madison, alias Charles Brown, James Seward, alias Sewell, and Alfred, alias Alpheus Warrick, all colored, were hanged July 9, 1841, for the murder of Jesse Baker and Jacob Weaver. A man named Johnson was hanged for killing one Floyd, the date of execution being March 3, 1843. John McDaniel and Joseph Brown were hanged August 16, 1848, for the murder of one Chavez, a Mexican.

Hugh Gallagher was hanged, December 13, 1850, for the murder of Mary Ann Crosby. February 14, 1851, John Thomas was hanged at Duncan Island, in the presence of a crowd stated as fully ten thousand, of whom two thousand were women and children. He was attended upon the scaffold by Rev. Fathers Paris and Hennessy. He met his fate with fortitude; his last words were: "Gentlemen and fellow-citizens: I bid you all adieu; I give myself up to the will of the law and to the Lord's mercy." Owing to some improper arrangement of the noose, the fall failed to break the man's neck. He hung for seven and a half minutes before giving the last death convulsion. His death was produced by suffocation. The crime for which he suffered the final punishment of the law, was the killing of Michael Stephen, a retired soldier, residing near Jefferson Barracks. The men were slightly acquainted. The murder was apparently perpetrated on the highway, the body being discovered in an adjacent wood. Thomas was suspected and was arrested on a Carondelet Avenue omnibus. His shirt and boots were covered with blood. Some eighty-seven dollars in gold and silver, and also a leaf or two, torn from a book which had been previously found in Stephen's pocket, were found in his possession.

Dodge, alias Vanzandt, and Schoen, alias Shawnee, were hanged July 22, 1853; the gallows used for the purpose being erected in the space between the criminal court room and the jail, so that none could see the final struggles save those within the jail walls. None the less a large crowd were assembled from early in the morning until the executions, in the vicinity of the jail, availing themselves of sheds in the neighborhood to catch a glimpse at the unfortunate culprits. Both men made short speeches. Dodge, or Vanzandt, asked all present to take warning, by his fate, and ended by thanking the jailer and his family for their kindness. Schoen expressed himself as willing to suffer for his conduct, and expressed his gratitude for the efforts made on his behalf by his American and German friends. The bodies were buried in Rock Springs Cemetery.

On the morning of June 17, 1859, George H. Lamb was executed for wife murder. The crime was deliberately planned and as deliberately executed. Lamb had been religiously brought up, his father being a farmer in comfortable circumstances. In 1856 Lamb met and secretly married Sarah Stafford, a handsome girl of eighteen, described as of excellent disposition and rather more than ordinary education.

Lamb soon separated from his young wife, though upon excellent terms—alleging business, etc. Afterward he got infatuated with another woman, and from that time his young wife became a source of embarrassment to him. The outcome was, according to the culprit's own confession, that Lamb "on the 17th of December, 1857, in the afternoon, took his wife from the Astor House to the upper ferry landing, where he obtained a skiff in which, with two other persons, whose names he did not reveal, he proceeded down the river to within half a mile of the island below the city, where he seized his wife and held her head under water until she suffocated; then, tying a rope around her neck, one end of which was attached to a stone, he threw her over the side of the boat, and she sank, never to rise again." Twice before he administered strychnine to his wife in order to destroy her. A fortnight after his dastardly and cold-blooded crime, Lamb married again. Three months later he was in the hands of the police, charged with murder, at the instance of the father of his victim. After the usual delays of the law, justice was finally vindicated, and Lamb swung.

November 11, 1859, J. W. Thornton was hanged for the killing of Joseph Charless. The crime for which he was executed created intense excitement at the time, owing to the circumstances and the prominence of the parties concerned. Thornton enlisted in 1844 as a private of the marine corps, on board the United States battleship Columbus, Commodore Biddle commanding. He saw considerable service abroad, having visited China and Japan, and doubled the Cape of Good Hope and the Horn. Obtaining his discharge, he came to St. Louis in 1848. In 1849 he was deputy city registrar under Lemon; and later received the nomination for the registrarship from the Benton party, but failed to be elected. In 1850 he was appointed secretary of the Boatmen's Saving Association, having charge of the books and receiving a salary, subsequently increased to $200 per month. This position he retained for some time, but when the robbery from the bank of several thousands of dollars took place, he was suspected and discharged. Some time following he was arrested and arraigned for the robbery, but was finally acquitted. One of the witnesses against him was Mr. Charless, against whom Thornton conceived a violent hostility. Meeting Charless one morning on Market street, Thornton drew his revolver, and, after some angry words, fired two balls into that gentleman's body, from the effects of which he expired early the next morning. Public indignation rose to the fever point. The unfortunate victim received an imposing funeral, while a small mob marched upon the jail, threatening to take Thornton out and lynch him. The murderer was tried before the criminal court, found guilty and ordered hanged. An unavailing appeal was made to the Supreme Court. The mercy of the Governor was prayed for, but without avail. At a quarter past three in the afternoon, Thornton stood over the drop, a minute later his body was dangling in the air. He died bravely. The remains were taken to the Calvary cemetery. A crowd of several thousand persons assembled around the jail, drawn by that love of horror that seems to affect so strongly some temperaments, though they could see nothing to satisfy their morbid curiosity.

Samuel S. Brust was hanged October 31, 1860, for the murder of Frederick W. Schmidt in a room of the Green Street Exchange. Both men were Germans, and friends. Brust had not made a success in America, and was about returning to Europe when he chanced across Schmidt, who befriended him. Schmidt carried about in a belt something like one thousand dollars. This excited the cupidity of Brust, who succeeded, finally, though not without a desperate struggle, in cutting his victim's throat. The crime took place March 9, 1860. Brust succeeded for a time in evading the detectives, but was ultimately arrested at Cincinnati: returned to St. Louis, tried and convicted. During his incarceration, Brust, who was a man of great physical strength, made repeated attempts to escape by picking away the stones of his cell and breaking the fetters around his legs and wrists. Brust mounted the scaffold with firmness, and delivered a speech in German, in which he admitted his crime. Death was instantaneous.

Valentine Hansen was executed April 18, 1862, for fatally shooting Ellig, a fellow German, and his landlord. Valentine belonged to the Second Missouri Artillery, and was stationed at Fort No. 4. He rented a house of Ellig, adjoining the one occupied by Ellig himself. Their wives disagreed, and Ellig

wishing to get rid of the family, raised the rent upon them. This Hansen and his wife regarded as a grievance. In order to be revenged, Hansen reported to the sergeant at the fort that he thought Ellig was a secessionist, and asked two men to be detailed to assist him in affecting his arrest. This request was granted. Hansen, thus reinforced, presented himself at the Ellig home. Here Mrs. Ellig denied her husband being in the house. Upon Hansen insisting, Ellig advanced from one of the sleeping rooms, remarking: "Here I am; what do you want with me?" Hansen and one of his companions at once began firing; but Hansen's shot alone seems to have reached the mark. A large crowd assembled to witness the execution, but the curiosity of the morbid was not gratified. The fall was badly managed, and there was a long and painful struggle before the end was reached.

William Wilson suffered the extreme penalty of the law June 27, 1862, for the murder of Policeman John C. Gilmore. Wilson, with another man of the name of Burns, being wanted for a burglary attended with violence, Sergeant Gilmore, with two other policemen, went to a well known resort of the parties, on Thirteenth and Chamber Streets, to arrest them, but found there only their women "friends," who signaled to the criminals to keep away, by means of displaying lights in the window. This the officers finally stopped. As the men still avoided the place, Gilmore instructed his fellow-officers to leave by the front door, and so allow him to effect the capture alone. Thinking the way now clear, Wilson and Burns slunk in by the back door, but only to be confronted by Gilmore. A conflict followed, in which Wilson shot Gilmore in the throat. For this Wilson was hanged, the jury disagreeing as to Burns. Wilson was a notoriously bad man, who had previously been arrested for murder, burglary, larceny and for nearly every other crime in the calendar.

Michael Kearns, a native of Ireland, was hanged January 23, 1863, at St. Louis, in the presence of some three hundred persons and a guard of twenty men of the Thirty-seventh Iowa Regiment, assigned for the purpose of maintaining order. The crime for which he forfeited his life was the murder of Robert Baker. Kearns was connected with the river traffic, and was a man of drunken and dissolute habits. In company with Thomas Smith, he had a quarrel with Baker, whom both proceeded to attack. Baker defended himself as well as he could, when Kearns, drawing a knife, struck him a fatal blow. For the killing Kearns and Smith were put upon trial, November 26, 1862. Both men were found guilty, and sentenced to be hanged. Hamilton R. Gamble, Governor of the State, granted a respite, but in the case of Kearns the law was finally allowed to take its own course. Thomas Smith, was, however, at the last moment, granted a further respite, and was never hanged.

July 23, 1869, William Edwards, alias Roach, was hanged for the murder of Louis Wilson. The execution aroused some angry comments. This is what the "Missouri Democrat" had to say about it: "If he had been a wealthy white man, no jury in the land would have convicted him. Look at the circumstances. The wife of Edwards was grossly insulted at a ball. When she resented the insult by calling the man a liar, he struck her; knocked her down. Her husband, being present, as a matter of course went to her assistance. In the fight which ensued he slew the man who had insulted and struck his wife and he was hanged for it." When Edwards was hanged the jail yard was crowded with spectators, and some of the windows of the Laclede Hotel were utilized by sightseers. The drop being too long, the unfortunate man's feet touched the ground. The marshal, aided by some of his assistants, took hold of the rope so that the dangling victim was clear of the ground. Governor McClurg was severely criticised for denying all executive mercy.

October 22, 1875, Henry Brown, colored, was hanged at the city jail for the murder of a farmer of the name of Pfarr. The crime was one of unusual enormity. The brute died protesting his innocence, although his guilt had been proven beyond the possibility of doubt. So eager were some to witness the execution that the roof of a house opposite the west wing of the Four Courts was crowded by people who had paid $1.50 each for the privilege of standing room.

Wife murder is one of those crimes for which juries and Governors have no mercy. It was for such an offense that Patrick O'Shea was hanged at the county jail on the morning of April 9, 1875. The ghastly deed was

done with a pocket knife, and presented many features of atrocity. Patrick O'Shea met his end with bravado. Speaking to Deputy Jailer Fortin, on the eve of execution, he remarked jocosely: "Mike, I feel just as happy as a king, and I wish you'd tell Watson that if he can't tie the knot, to bring the rope to me and I'll tie it for him." At the same time he denied his guilt, declaring that no one had seen him commit the crime.

Three Sicilians, Dominico Damina, Bastiano Lombardo and Antonio Catalano, were hanged February 18, 1876, for the murder of Francisco Palermo, an Italian lemon seller, twenty-five years old. The crime was committed on the morning of March 13, 1875, on Broadway, between Bremen Avenue and Angelica Street. There, as Palermo was walking with his basket of lemons, he was fired upon by one of two men, who were hid behind an old board fence on the same side of the street. Palermo turned and ran across the street, but, upon gaining the sidewalk, two shots were fired upon him from a lumber pile only a few feet away. He fell mortally wounded. The man had been regularly ambushed, and there was no doubt that his destruction was deliberately planned. Suspicions fell upon five Sicilians. By following the footsteps of the wife of one of these men, the detectives succeeded in effecting their capture. The case coming to trial, the jury found no difficulty in finding the three men named guilty, and they were ordered to be hanged. The case was carried to the Supreme Court, upon appeal, but without changing the result; and executive mercy being refused, the sentence was duly carried out. That Palermo was himself a desperate character was probable. Indeed, the defense charged that he had killed his own uncle, and that his putting away was but an act of self-defense. As Damina ascended the scaffold he is said to have kissed the scaffold quite affectionately two or three times. An incident quaintly reminiscent of the fierceness of the old Calabrian vendetta, which regards satisfied vengeance as the supreme happiness.

William Wiener was hanged February 1, 1878, for the murder of James M. Lawrence. Wiener was a young man of but twenty-one years of age, and his case aroused much sympathy, as the fatal shooting for which he was executed resulted from the misconduct of his worthless wife, who, by her vagaries was known as "Crazy Jane" among her set, which was of the most vicious. The pair were separated, but the woman seemed to take a delight in pestering her husband. Wiener was engaged as an assistant watchman and "bouncer" at the Opera Comique; and there "Crazy Jane" would go in one of her drunken spells. On the night of January 29, 1877, Lawrence, who was assistant barkeeper at the saloon adjoining the Opera Comique, called Wiener down to see his wife. It is said he did not know of the unhappy relations existing between the pair. Be that as it may, upon the departure of the woman, Wiener accused Lawrence of having done him "a dirty trick." High words followed. Lawrence seized a soda bottle, to throw at him, and Wiener drawing his revolver, shot him with fatal results. Appeals were made for executive mercy, but without avail.

The crime for which Henry J. Redemeier was hanged April 23, 1880, was of particularly deliberate and callous character. A stone mason named Vosz was engaged with some six others, in setting a heavy stone in a foundation, when Redemeier (who had no apparent business on the premises) was seen to approach. Pushing the muzzle of his weapon within three inches of Vosz's head, he fired. One of the workmen attempting to interfere, Redemeier pointed his pistol at him, and ordered him back. He then again advanced, and with the words, "I guess he ain't dead yet; I'll give him another," once more fired into Vosz. When in the lock-up, Redemeier remarked coolly, "I'm glad I did it, I done my work well." Upon his arrest he admitted that he "had it in for Vosz for two years."

Edward Nugent was hanged the same day for the murder of his wife, which crime was committed August 20, 1876. The woman, it appears, had refused to serve him with a meal which he had demanded; but a long series of family jars seems to have preceded. The woman appears to have used her tongue freely, working her husband up to an "intense pitch of excitement." The son and daughter of the condemned man united in petitioning the Governor for mercy, but the law was allowed to take its own course, the chief executive regarding the case as one of "willful, deliberate and premeditated murder." The double execution of Nugent and Redemeier took place before an assemblage of some seven hundred

persons, who had crushed into the jail enclosure, while a crowd of some two hundred were gathered together on a house on Twelfth and Clark Avenue, to catch a distant view of the gruesome spectacle. For Nugent considerable sympathy was expressed, but his brutal companion died unlamented.

Matt Lewis was hanged in the jail yard, March 14, 1884, for the murder of his wife by stabbing her, October 13, 1876. The man was not arrested until the following September. The case went to trial no less than four times. He was finally convicted November 26, 1879, and sentenced to be hanged. Lewis was a tough character and had been more than once under the shadow of the scaffold. During his several years in the jail, he succeeded to the title of the "Father of the Jail," a distinction which in a murder case says much for the law's delays. Lewis left behind him a confession of his guilt, but sought to palliate his crime by accusing his wife of infidelity.

Charles Wilson, colored, was hanged January 15, 1886, for the murder of William David, on December 31, 1882. Wilson worked on the boat "Fanny Tatum," of which David was mate. Owing to some disagreement Wilson ran away from the boat, but subsequently returned to demand payment of some money that he alleged was due to him. He claimed that the mate put him ashore and brutally drove him away. Be that as it may, Wilson threw two missiles at David, one of which struck him on the head. The man died within half an hour. Wilson was promptly arrested while trying to escape, and was tried and convicted, December 13, 1883. The case was taken to the Court of Appeals, and afterwards carried up to the Supreme Court, but without avail. Wilson met his fate bravely, dying as a Christian. He claimed that if he had been a white man he would never have been hanged. His case aroused much sympathy in several quarters.

Robert Grayor was hanged December 10, 1886, in the jail yard, St. Louis, for killing Berry Evans, May 6, 1883, with a club. Evans and he had worked at Reilly & Wolfert's stables, and the night before they quarreled about their work, when Evans, Grayor said, struck him with a whip. Next morning they met at the stable; Evans taunted him and Grayor struck him twice with a stick. Evans died that afternoon, and Grayor was arrested, while hiding behind a bale of hay in the loft of the stable. He was tried and convicted April 11, 1884. The case went to the Supreme Court, and was twice there affirmed.

Daniel Jewell, a steamboat cook, was hanged April 15, 1887, for the murder of his wife by shooting, at her mother's residence, 1118 Morgan Street. At the time of the crime Jewell was but twenty-one years of age. It was a case of jealousy, the young couple having more than once quarreled and separated. He wanted his wife to return to him, and she refused. She accused him of carrying a pistol, which he denied. She insisted, and placing her hand on his pocket, felt the weapon. He then drew the pistol, and inflicted a wound from which the woman died. After the usual delays Jewell was hanged.

Alfred Blunt, a little hunchbacked negro, was hanged in the city jail yard June 24, 1887, for the murder of his wife, in Carondelet, May 21, 1886. The pair quarreled frequently, the man charging the woman with not caring for him, because he was a cripple, and with going with other men. The woman left her husband, who, meeting her, demanded that she should return. She then proceeded to the police station and asked that an officer should accompany her home, as she was afraid she would be killed if she went alone. The request was denied. Arrived at home, the pair soon commenced quarreling. Finally the man cut the woman's throat with a razor, subsequently crushing in her head with a hatchet, "to end her sufferings," as he explained. Friendless, and clad in rags, and with a pair of carpet slippers too large to stay upon his feet, Alfred Blunt dropped from the gallows unwept of all, save an aged mother. He is described as altogether the most neglected murderer who ever met death at the Four Courts.

Henry Landgraf was hanged August 10, 1888, for fatally shooting Annie Fisch, his sweetheart, March 5, 1885. Landgraf accused his mistress with being familiar with other men, a fact she finally admitted. Thereupon he determined to kill her, freely expressing himself to that effect. His original intention was to kill the woman at his brother's house, and he took her there apparently for that purpose. Being refused admittance, Landgraf opened upon the woman in the street with a revolver. After lingering fifteen days she died; and for the crime the man was

hanged. Landgraf was thought by many to be half-witted at the time.

Hugh M. Brooks, alias Maxwell, was hanged August 10, 1888, for the murder of Charles Arthur Preller in room 144 of the Southern Hotel. The crime was, perhaps, the most sensational that ever occurred in this city, and the fact that Brooks was, like his victim, an Englishman, added in no small measure to the excitement. Brooks and Preller had made acquaintance on board the steamship "Cephalonia," on their way to this country; and the result was a friendship, apparently as false on one side as it was sincere on the other. Brooks was without means, but Preller was well provided and generous; and the pair arranged to proceed to Australia in company, after having done the United States. Preller rejoined Brooks at St. Louis, where they were last seen together on Easter Sunday of 1885. The next day Brooks left the hotel alone, leaving two trunks and a handbag behind him. Disguising himself, he hastened to San Francisco, and in a few days sailed for New Zealand. Suspicions meanwhile being aroused at the Southern Hotel, the trunks left behind were opened. In one of these the body of Preller was found with a placard attached reading: "So perish all traitors to the great cause." This was but a piece of cheap melodrama, indulged in possibly with the view of making the crime appear an act of vengeance on the part of the Fenian Brotherhood, which was just then very active, and with many sympathizers among the Irish-Americans in this country. The sleuths of the law were not, however, to be thus easily hoodwinked. Brooks, alias Maxwell, was in course of time captured in Australia, and returned to this country to pay the penalty of his crafty and cold-blooded crime. Brooks met his end with composure, and declined to indulge in any speech-making as "theatrical and hackneyed." His defense was that Preller died under the influence of chloroform, and that murder was never intended. Some sensation-mongers affected to fear that international complications might arise out of the affair. But Great Britain is too prompt in dealing with her own murderers at home, without much concerning herself as to their nationality, to cherish aught but sentiments of gratitude for a nation which, by due process of the law, ridded her of a particularly choice specimen of a ruffian.

Henry Henson was hanged August 1[illegible] 1891, for the murder of his wife Ida, a tim[illegible] and lovable woman, to whom he had bee[illegible] married less than three months. Henson o[illegible] his arrival at his home, on the evening of Feb[illegible]ruary 2, 1887, found one of his wife's lodgers, a crippled tailor, leaving. He thereup[illegible] accused her of receiving the attention of th[illegible] tailor. This the woman indignantly denied. He thereupon shot her with a revolver, and a few minutes later fired upon the woman's son, as he was hurrying from the room in horror. The defense was accident, but the jury brought in a verdict of murder in the first degree. Henson met his fate with scoff and defiance. The clergyman who sought to bring him spiritual consolation he called "a soap peddler," and ordered him out of his cell. He resisted the summons to death furiously, struggling with the officers for a time like a maniac. Though Henson referred to himself as a Dutchman, in the words "I show you a game Dutchman," he was, in fact, neither a Dutchman nor a German, but a native of Denmark.

Charles Wilson, colored, was hanged July 26, 1894, for killing Moses Hodges by shooting him on November 8, 1892. The trouble between the pair arose over a woman. Wilson displayed great nerve throughout the whole affair, even to the extent of passing his last few days in writing sentimental verses to "Annie," the woman who had been the cause of all his trouble. He died without bravado. His last words, delivered after the fatal black cap had been drawn over his face were: "Good-by, boys," in reply to "Good-by, Charlie," addressed to him by several of the deputies who stood around him on the scaffold.

Sam Welsor was hanged January 12, 1892, for the murder of Clementine Manning, his sweetheart or mistress, on August 4, 1890. In the fall of 1889 Miss Manning had won five thousand dollars in the lottery and was preparing to leave her surroundings, which were not of the best; when Welsor heard of her fortune, and called to see her at 514 Market Street. He then threatened to kill her if she attempted to abandon him. The woman persisted in her intention, and Welsor shot her no less than five times through the head. The murderer tried to feign insanity, but without success. Welsor was to be hanged shortly after 8 o'clock in the morning. Shortly after 5 o'clock a crowd began to assemble

and pack the corridors of the Four Courts. The crowd at the execution was the greatest witnessed in years upon such an occasion at St. Louis. Welsor met his fate with fortitude, declaring himself as sorry for what he had done, and that he was no longer, as once he was, "in the same boat with Bob Ingersoll," but died believing he had a soul to save.

James Fitzgerald was hanged February 20, 1896, for the murder of his sweetheart, Annie Naessens. He left a letter, addressed to the public, protesting his innocence. The execution presented a painful spectacle. The rope first used breaking precipitated the doomed man some eight feet to the wooden platform below. After a delay of over an hour, during which Fitzgerald writhed with agony despite all the doctors could do to alleviate his sufferings, a fresh rope was obtained and the condemned man was strung up for a second time. During the delay angry murmurs arose among the crowd of onlookers, and so threatening did their attitude become at one time that a detail of policemen were sent into the jail yard, as a measure of precaution.

John Thomascheutz, a Bohemian, was hanged June 22, 1898, for killing Anna Rausch, by shooting. The girl was but eighteen years of age, pretty and well-mannered. She was a clerk in one of the downtown stores and was head of her department, receiving what was for one of her years a good salary. Thomascheutz was infatuated with the girl, and pressed her to marry him. This she, though apparently inclined to be most friendly, declined to do. Meeting her one evening as she was returning home after visiting a relative, the young man renewed his suit. "I can not, John," faltered the girl. "Then you will die, and I will die with you," returned the desperate and ill-balanced young man. Drawing his revolver Thomascheutz shot the girl in the back, severing the spinal column. For this cowardly crime he was arraigned and sentenced to be hanged. During his incarceration the condemned man affected insanity, even to the extent of refusing to recognize his two brothers on the eve of death. Weak and nervous, he met his death as a poltroon.

George Thompson, colored, was hanged August 1, 1898, for killing Joseph Cunningham, white, by means of poison, administered September 29, 1894. Thompson bore a grudge against Cunningham for having replaced him as janitor. Meeting Cunningham on the afternoon of the day named at St. Peter's Episcopal Church, he invited him to share his luncheon. As the invitation was cordially made, Cunningham readily consented and ate freely, Thompson affecting to have no appetite. The food was heavily charged with strychnine and the result was fatal. Thompson was tried and duly sentenced. His case has some historic interest, owing to the fact that he was the only condemned murderer in the criminal history of Missouri, up to his time, who ever appeared personally before the State Supreme Court. Three times was the death watch placed over Thompson prior to the execution, and three times was he respited through legal technicalities. Another notable circumstance in connection with the case was the use of poison, a piece of cunning foreign to the negro nature. Thompson was married, lived comfortably and was unusually thrifty for one of his race. Like most of his color he did not lack for physical courage when the last supreme test arrived.

Explorers.—Histories of the development of civilization in what is now the middle western portion of the United States usually begin with accounts of the explorations which led up to the colonization of the different portions of this region, and the names of the chief explorers are familiar to most intelligent persons of the present day. It is believed, however, that to group together the names of those whose explorations and discoveries contributed either directly or indirectly to the settlement of the Mississippi Valley will serve a useful purpose in this connection. Passing over the names of those explorers for whom continental discovery is claimed, or who discovered portions of the continent remote from the Mississippi Valley, and taking them in the order suggested by the dates of their most important achievements, Juan Ponce de Leon should first be mentioned. In 1512, under the auspices of the Spanish government, he sailed from the port of San German—in search of "the fountain of eternal youth," which he expected to find in an island called Bimini—and on March 3d of that year landed near the site of the present city of St. Augustine, Florida. He was the first European to land on this coast, and gave to Florida its name. Francisco de Garay, a companion of Columbus on his second voy-

age, explored rivers and parts of Florida in 1523. Cabeza de Vaca was one of four survivors of the expedition of Panfilo de Narvaez, which left Spain in 1527 and was wrecked on the coast of Florida in the same year. He crossed the Mississippi River near its mouth in 1528, was held captive by the Indians several years, traversed Texas and New Mexico, finally reaching a Spanish town in Mexico, where he gave an account of his wanderings and discoveries, which reached the Old World in due time and incited new expeditions and adventures. Francisco Vasquez de Coronado and Hernando de Soto, both Spanish explorers, headed expeditions sent out soon afterward as a result of Cabeza de Vaca's representations. Coronado departed from Culiacan on the Pacific Coast in 1539, traversed what is now the State of Sonora in Mexico, crossed the Gila and Little Colorado Rivers, explored the region of the Rio Grande, and extended his march northward nearly to the Missouri River. He visited many of the ancient Indian villages in the territory now included in New Mexico and Arizona, gaining much knowledge of the resources of the country and the character of the natives, and altogether conducted one of the most remarkable land expeditions of which history has preserved any record. Hernando de Soto, who had been a companion of Pizarro in the conquest of Peru, asked and obtained leave of the Spanish government to conquer Florida in 1537, and landed with an ample armament in Tampa Bay in 1539. In search of fabled wealth, De Soto and his followers traversed great portions of the region now embraced in Georgia, Alabama and Mississippi. In the third year of their journeyings hither and thither they reached the banks of the Mississippi River, crossing it above the mouth of the Arkansas. Cabeza de Vaca had crossed the river near its mouth a dozen years earlier, but believed it to be an arm of the sea. De Soto discovered the true character of the mighty stream and gained some knowledge of its general course, and his name has been handed down in history as the discoverer of the Mississippi. De Soto died when he was making preparations to descend the river, and Luis de Moscoso, who was appointed his successor, had the honor of commanding the expedition that sailed first down the Mississippi River to the Gulf. In 1582 Antonio de Espejo, a captain in the Spanish army in Mexico, organized a company of one hundred horsemen and a corresponding infantry detachment, almost at his own expense, and undertook, in company with Father Bernardino Beltran, a journey in search of the Franciscan missionary, Augustin Ruiz. After traveling several days toward the north, he learned that Ruiz had been killed, but pushed on toward the East, traversing the territory of the Cumanes, discovering the "seven cities of the Amayes" and the town of Acomas, and reaching finally the country of the Zunis. Father Beltran and most of the party then returned to Mexico, but with less than twenty followers Espejo continued his explorations, returning to San Bartolome, Mexico, in 1583. In the course of his travels he traversed many portions of the region now included in the Territory of New Mexico and the State of Texas, and the sites of the cities of El Paso, Socorro, Albuquerque and Santa Fe were on his line of march. In 1673 Louis Joliet and Pere James Marquette, under the auspices of the provincial government of Canada, left Mackinaw, and, proceeding by way of Green Bay, Fox River and Lake Winnebago, reached the Wisconsin River, which they followed to the Upper Mississippi, the discovery of which is accredited to them. They made a voyage down the Mississippi, ascertaining beyond a doubt that it empties into the Gulf of Mexico and giving the information to the civilized world. In 1674 Father Marquette set out from Green Bay to establish a mission in the Illinois country, and spent the following winter at the mouth of the Chicago River, building there the first human habitation on the site of the present city of Chicago. In the spring of 1675 he visited the Indians at Kaskaskia and preached to great numbers of them on a prairie near the village. Robert Cavalier de la Salle, who came from France to Canada, began a series of important explorations in 1669. Making his way southward and westward from Canada, he discovered the Ohio River and descended it as far as the Falls at Louisville. In 1677, he obtained royal letters patent authorizing him to explore and establish colonies in "the great West." In 1680 he entered the Illinois country by way of Lake Michigan, and, reaching the Illinois, proceeded down that stream to a spot below the present city of Peoria, where he built Fort Creve Coeur. In 1682 he descended the Illinois River to the Mississippi, and, embarking on the last named stream, explored it to its

mouth, taking possession of all the territory drained by the river and its tributaries in the name of the King of France and naming it, in his honor, "Louisiana." Louis Hennepin, a monk of the Order of Recollets of St. Francis, accompanied LaSalle on his first expedition down the Illinois, and in 1680 ascended the Mississippi from the mouth of the Illinois, discovering and naming the Falls of St. Anthony. Chevalier Henry de Tonti, who also accompanied LaSalle down the Illinois, built Fort Creve Coeur under his orders and also Fort St. Louis, on the Illinois. In 1686 he went down the Mississippi to its mouth, seeking tidings of LaSalle, who had been murdered by mutinous followers.

More extended mention of these famous explorers will be found in the biographical sketches of them appearing elsewhere in these volumes, and under the heading "Discovery" a condensed history has been given of the Spanish and French explorations leading up to the settlement of the Mississippi Valley and the founding of St. Louis.

Exports.—See "Foreign Trade."

Exposition, St. Louis.—The St. Louis Exposition and Music Hall Association was organized in the year 1883, with a capital stock of $600,000—par value $25 per share—divided into 24,000 shares. S. M. Kennard was elected president, R. M. Scruggs, treasurer, and Henry V. Lucas, secretary. By ordinance the city of St. Louis gave it a license and right to use of Missouri Park, a block of ground between Thirteenth and Fourteenth and Olive and St. Charles Streets, for a period of fifty years, the heirs-at-law of James H. Lucas consenting.

Sixty days after the organization the plans were decided upon, with the determination to complete the building for an Exposition in the year 1884. It was decided by the stockholders to build the Exposition and open the same by September 1st. Bids for the excavation were advertised for soon after the contract for the masonry was awarded, and before the excavation was well under way the foundation was being laid, and long before that was completed the brickwork was begun. This same plan was pursued until every contract was awarded. On the 23rd day of August, 1883, the first wagon-load of earth was removed, and on the 3rd day of September, 1884, the doors were opened to the public. The accomplishment of this task was attended with many difficulties. Extreme cold weather during January and February and frequent rains during March and April retarded the work. Notwithstanding these obstacles this great enterprise was successfully completed on time.

The first ten years of the Exposition show the receipts to have been $2,046,260.22; disbursements, $2,043,498.58; leaving a balance of $2,761.63. The receipts for the year 1894 were $129,284.55; disbursements, $112,832.21; balance, $16,452.34. The receipts for 1895 were $141,625.47; disbursements, $113,165.12; balance, $28,460.35. The receipts for 1896 were $150,873.75; disbursements, $138,901.30; balance, $11,773.45—making the total receipts up to December 1, 1896, $2,467,843.99; disbursements, $2,408,397.22; balance, $59,446.77. The St. Louis Exposition did what no other exposition has ever done. In the twelfth year of its existence, it paid a dividend of fifty cents per share, and in 1896 contributed over $8,000 to the cyclone sufferers of the city. The average yearly attendance has been 750,000, and during the whole period of its existence not a single person has been seriously injured, which in itself speaks well for the management and the orderliness of visitors.

The St. Louis Exposition is the only successful annual exposition in the United States and has been maintained by the people without any government aid, and right loyally have they stood by it, merchants, manufacturers and citizens vying with each other in their support. It is worth to the city of St. Louis each year not less than $500,000. The railroads advertise reduced rates during the period of the forty days of each year's Exposition, and bring to the city immense throngs of visitors. The Exposition gives fine music and affords cheap, wholesome and instructive recreation for the home people, as well as to those living near St. Louis, at a small price of admission. It is a wonderland for the stranger, and a great advertising medium for the merchant, the manufacturer and the farmer. The exhibitor is best rewarded by the sale of his goods and the introduction of his wares, and the farmer by the exhibit of what his portion of the country produces and it is an invitation in every direction for those seeking investments or making purchases. Its value is in equal ratio with

the growth of the city and State. St. Louis merchants could afford to subscribe $25,000 a year rather than not have such an Exposition. It is a reflection of the business of the city in which it is held, and marks the growth and prosperity of the people, evinces their interest in the liberal arts, their advances in the appreciation of the sciences and the fine arts. Each year in the art galleries are given exhibitions of the different schools of art, and these exhibits are looked forward to by all art lovers, being an especial feature of the annual Exposition—and the most expensive, next to the music.

The Exposition Building is 438 feet in length, by 338 feet in width, and is 108 feet high. It required an excavation of 60,000 yards of earth for the foundation. Nine million bricks and 600 tons of iron were used in its construction. It has four batteries of Heine improved boilers, 250 horsepower each, with the necessary equipment to run the dynamos and shafting; has eight Edison dynamos of 5,000 six-candlepower lamps and four arclight dynamos of 200 lamps of 2,000 candlepower. The Exposition is enabled to furnish the necessary current to run the light for the building and for exhibitors. It has a large music hall, which has a seating capacity of 3,524, thoroughly equipped with the necessary scenery to produce any opera. The floor area of the Exposition Building for exhibits is 280,000 square feet.

In 1897, at an expense of $150,000, the board of directors added a "Coliseum," with a seating capacity of 7,000 persons—which can be increased to 12,000—and an arena 112 feet wide by 222 feet in length. It will furnish a place for all large gatherings and conventions in any season of the year, is well lighted, heated and ventilated, and furnished in every way with the latest improvements, making it both comfortable and beautiful, and meeting the necessity for a large building of this character. The Coliseum does not interfere with the art and photograph galleries, and it leaves ample room for exhibits in every department. The location of the Exposition Building is convenient, accessible by many street car lines, and is situated within five minutes' walk of Union Station and in the very center of the business portion of the city.

The officers of the St. Louis Exposition for the year 1898 were Clark H. Sampson, president; Jonathan Rice, first vice-president; L. Methudy, secretary, and R. M. Scruggs, treasurer. Mr. Scruggs has served as treasurer from the beginning and all the time without pay. Mr. Frank Gaiennie has served as general manager since 1890.

FRANK GAIENNIE.

Express Business.—The express business in the United States had its beginning in 1839, when William F. Harnden—born at Reading, Massachusetts, of humble parents, in 1812—a conductor and passenger clerk for the Boston & Worcester Railroad, commenced carrying parcels between Boston and New York, little dreaming that it would develop into the enormous carrying and distributing interest it exhibits at present. Expressing is one of the accompaniments of the complex society which requires incessant intercourse in interchange, and it deals, not with the staple products and commodities that move in bulk and masses, under the ordinary rules of transportation, but with single parcels and packages of valuable and fragile articles that require constant personal attention while in transit. The condition of things that suggested the business to Harnden was the multiplication of small orders between Boston and New York following the opening of the Boston & Providence Railroad, and the running of steamers in connection between Providence, Stonington, New London and Norwich, and New York. There was a great deal of travel along this line, and the travelers, as well as the railroad and steamboat officials, came to be burdened with letters, parcels, orders for goods, and even packages of money confidingly entrusted to them for delivery. It gives us some idea of the innocence and simplicity of that day when we are told that brokers would come to the train or the steamboat just before it started and hunt up some passenger going through to New York and ask him to be kind enough to deliver a package of money to the person or office to whom it was addressed; or, if a passenger could not be found, hand the package to the conductor or clerk, and ask him to see that it was delivered—and all this without anything in the shape of a receipt. Of course it became very troublesome to the conductors on the railroad and the clerks of the boats, and this led Harnden to come forward and reduce the matter to something like a regular business by acting as an errand messenger between Boston and New York for all

persons who had errands to be attended to. Accordingly it was advertised in a Boston newspaper, on the 23rd of February, 1839, that "W. F. Harnden, for the last five years conductor and passenger clerk for the Boston & Worcester Railroad Company, has made arrangements with the Providence Railroad and New York Steamboat companies to run a car through from Boston to New York, and vice versa, four times a week, commencing on Monday, 4th of March;" that he "would accompany a car himself for the purpose of purchasing goods, collecting drafts, notes and bills;" would "take charge of all small packages of goods, bundles, etc., that may be entrusted to his care, and see them safely delivered." This was the first of the express business, and it must be said to Harnden's credit, that his advertisement fairly and comprehensively defined it for all time, even in the great proportions it has since assumed. It must not be imagined, however, that the through "car" from Boston to New York which figures so conspicuously in the notice was an express car of the present day, or anything approaching it. To tell the whole story, it was nothing more than a valise, which the enterprising expressman carried in his hand and which held all the freight of each trip. It is said that the identical valise is still in existence, and in 1881 was to be seen at the office of Cheney & Co.'s Express, in Court Square, Boston. How the business grew on Harnden's hands may be estimated when it is mentioned that, less than a year afterward, January 13, 1840, when the steamer "Lexington" was burned on the Sound, Adolphus Harnden, a younger brother of the original expressman, who was one of the hundred unfortunate persons who perished in the disaster, had $20,000 in coin, government money, in charge for delivery to the Merchants' Bank, of Boston. The money was lost and never recovered. In 1840 Harnden extended his express to Philadelphia, and in the latter part of the same year opened an office in Liverpool, England. After a short and active life, he died January 14, 1845, at the age of thirty-three years; and twenty-one years later, in 1866, the leading express directors, with the consent of his widow and son, removed the simple marble shaft from his grave in Mount Auburn Cemetery, near Boston, and replaced it with a stately and elaborate memorial, bearing this inscription: "William Frederick Harnden. Founder of the Express Business in America. Died on the 14th day of January, 1845; 'Because the King's business required haste.'—I Samuel, xx., 8."

It was in 1840 that Alvin Adams, founder of the Adams Express, appeared on the field. He was born in Vermont, and, when a boy, had gone to Boston to seek his fortune. He was employed for several years at the Lafayette Hotel, which was the starting point for several stage lines; and it was there, probably, that he received the hint of the business in which he afterward embarked. After attempting one thing and another, losing in the last all the hard earnings of his previous enterprises, he started an express, with P. B. Burke for partner, in May, 1840. It was in competition with Harnden's enterprise, started the year before. The name of the firm was Burke & Co. It did not thrive and after a few months Burke drew out and Adams did everything himself, acting as clerk, porter and messenger. He had no wagon, as his valise would contain all his parcels. There was a man in Boston, Brainard by name, who drove a job wagon and was a friend of Adams, and when the expressman had a box or package too heavy to carry, Brainard would deliver it for him, without charge. Some time after Burke's retirement, Adams took in Ephraim Farnsworth with him, and the firm was called Adams & Co., Farnsworth having charge of the New York office, while Adams remained in Boston. After a few months Farnsworth withdrew, and William B. Dinsmore, a clerk in the New York office, was taken in. In 1843 the business had increased very largely, and horses and wagons were needed in Boston and New York for gathering and delivering packages. In 1850 the New York & New Haven Railroad was opened, and Adams & Co. made a contract with it for carrying their money packages and small parcels in charge of a messenger between Boston and New York, at $1,000 a month. In 1854 a local express between Mobile and New Orleans, conducted by the Stimson brothers, was bought by Adams & Co., and offices were established at other places in South Carolina, Georgia, Alabama and Tennessee. In 1842 another express, that of Kinsley & Co., was started in Boston, which five years later was extended to New York. In 1854 Adams & Co., Harnden & Co., Kinsley & Co. and Thompson & Co. were consolidated in one company, bearing the name of the Adams Express Company, with a capital of $1,200,000,

and with Alvin Adams for president, and William B. Dinsmore for vice-president.

The American Express grew out of the Pomeroy & Co.'s Express, between Albany and Buffalo, started by George Pomeroy, Henry Wells and Crawford Livingston, in 1841, the route being partly by rail, partly by stage and partly by private conveyance. It was a weekly line, and the time consumed in making the trip was four nights and three days; now it is eleven hours. Wells served as messenger for a year and a half, carrying all his parcels in a carpet-bag, at first. The second year it became a daily express, and it took a trunk to hold the parcels. After two years, Pomeroy retired, and the firm became Livingston, Wells & Co., and opened a letter express between New York and Buffalo, which brought it in conflict with the Postoffice Department. The postage on letters at that time was twelve and a half and twenty-five cents, and Livingston, Wells & Co. offered to carry them for six cents and to sell twenty express letter stamps for one dollar. The letter business very largely increased, and the Postoffice Department attempted to break it up, but public opinion was strongly in favor of the express company, and public meetings were held at which resolutions were passed approving the enterprise and pledging merchants to send their letters by express, instead of by mail. For a time the entire letter mail from Buffalo and Rochester was given to the Express Company. A similar letter express was established between New York and Boston and extended to Bangor, Maine, and the contest with the government was kept up until it ended in a reduction in postage which made letter-carrying unprofitable to the Express Company, and it gave it up. In 1846 the company opened their European express, with offices in London and Paris. The next year Livingston died, and the name of the firm was changed to Wells & Co., and in 1850 it was consolidated with two other companies, Livingston & Fargo and Butterfield & Wasson, under the name of the American Express Company, with Henry Wells for president, William G. Fargo, secretary, and John Butterfield, superintendent, and with a capital of $150,000. In 1860 it was reorganized with a capital of $1,000,000; Henry Wells, president; John Butterfield, vice-president, and William G. Fargo, secretary.

The National Express Company owes its existence to J. A. Pullen. He had been associated with Harnden and served as messenger between New York and Boston, New York and Philadelphia, and New York and Albany and Troy. In 1843 Pullen & Co. had an express between New York and Albany, which in 1844 united with that of Virgil & Rice, running between Albany and Montreal, the new firm taking the name of Pullen, Virgil & Co.'s Express. When the Albany Northern Railroad of New York was opened, in 1854, a northern express was established from Albany to Saratoga, with the purpose of extending it into Canada, and as this would bring it into the field already occupied by Pullen, Virgil & Co.'s Express, the two were united under the name of the National Express Company, with D. N. Barney as president, and J. A. Pullen, of New York City, as manager.

The Wells, Fargo & Co. Express, so long and favorably known on the Pacific Coast, and which is so intimately associated with the gold history of California, had its origin in New York in 1852, when Henry Wells, W. G. Fargo, Johnston Livingston, A. Reynolds and E. B. Morgan organized it, with a capital of $300,000. Its leaders had been associated with other companies and were familiar with the business, and the enterprise was successful in California from the start. Its operations were carefully organized, extending to all points in the State, with special regard to the mining camps. It became a famous carrier of gold not only from the mines to San Francisco, but from San Francisco to New York, publishing periodical reports of the treasure yield of the Pacific Coast, which were, and still are, accepted as authority on the subject. The company's statement in 1857 showed that in that year it carried over its routes in California $59,884,000. In connection with the express business it maintained for some years a letter-carrying and delivering system, which was of great convenience to the miners in the early days of California. It conducted an extensive banking business also, for the benefit of the settlers.

In 1866 the Merchants' Union Express Company was organized for the purpose of enabling business firms to have their carriage done at lower rates. Merchants and manufacturers in all large cities were invited to become stockholders, and the capital was fixed at $20,000,000, so as to make the number of

stockholders as large as possible and to secure a wide interested patronage at the same time —the object being, in short, to place it in the power of business men to do their own express business, or to have it done by their own agent. The enterprise had the attractive feature of "resident trustees" in every considerable city, these being leading merchants whose names were expected to commend the organization, insure its popularity and increase its patronage. But it did not command the measure of success expected. It entered the field with a complete outfit, and with a number of employes drawn from the old companies in its service, and for a time diverted from the old companies a share of their business; but it could not maintain the contest with all the established associations and their trained agents against it, and after two years' experiment it abandoned the field and effected a consolidation with the American Express, under the name of American Merchants' Union Express Company. Five years later this name was given up and the consolidated organization simply retained the name of the American Express Company.

The United States Express Company had its beginning in 1854, when it was organized by D. N. Barney, president; H. Kip, superintendent, and Theo. B. Marsh, treasurer, for the purpose of doing a Western business over the New York & Erie Railroad. The railroad company attempted to do the express business over their road, but the experiment was not successful and in 1858 the matter was turned over to the United States Express.

In the Southern States small local express enterprises were started as early as 1848, and when the Civil War began in 1861 the Adams had secured a pretty good footing in Georgia and South Carolina. The war deranged all things, the express business with the rest, and the Adams' enterprise was turned over to the superintendent, H. B. Plant, who, although a Northern-born man, was of Southern sympathies; and he, with his chief assistants, R. B. Bullock—afterward Governor of Georgia—James Shutes and E. Hurlbert, organized the Southern Express Company—and this was the beginning of the enterprise which has since grown to such great proportions in the South.

The Pacific Express Company is the successor of two companies known as the Union Pacific and the Kansas Pacific, which took their names from the railroads over which their chief operations were conducted. It entered the field in 1879, with the support of the Union Pacific, the Kansas Pacific and the Wabash Railroad Companies, and does an extensive business in the region west of the Mississippi.

How much the country is indebted to the express business is a subject about which few persons concern themselves, and those who have no dealings with the carrying companies might imagine that they owe nothing to the business. But the great improvement in letter-carrying and delivery that has been witnessed in the latter half of the nineteenth century is something we owe in no small measure to the express companies. The clumsy and costly mail system of the government that prevailed in 1844, when letter postage was twelve and a half and twenty-five cents, would have been improved and the rates lowered, no doubt, if the express system had never been inaugurated; but it was the letter express started by Livingston, Wells & Co. in New York, and afterward extended by other companies into New England, which forced the government to reduce its postage rates nearly three-fourths and to enter upon that improvement of the mail service which has continued to the present day. It was the express companies showing what could be done and how to do it that suggested the parcel post feature in the mail service—an arrangement which, in turn, has taken from the companies a very considerable business they once enjoyed, and has proved an immeasurable convenience to the public. The savings to merchants in exchange between different cities which the express vocation has effected is another of the great advantages which the country has derived. There are merchants in St. Louis who remember when they were compelled to pay from one to three per cent. for exchange on New York, and this was a constant charge on the business until the express companies brought the rate down to a trifle above the actual cost—one-half of one per cent.—of carrying money between the two points. How extensive and minute is the business which the companies do for the public and how important it is, may be inferred from the following returns, made for the year 1890: Number of freight way-bills issued by all the express companies in the United States, 44,475,528; number of packages carried on freight way-bills, 98,118,430; weight of pack-

ages carried on freight way-bills, 1,646,273 tons; number of money way-bills issued, 11,614,676; number of packages carried on money way-bills, 17,258,682; number of money orders issued, 4,598,567. No returns of these items have been made since 1890, but there are good reasons for estimating that the increase in 1898 was fifty per cent. over the figures for 1890. The character of the business done by the express companies has changed greatly in the past twenty years, and somewhat to their disadvantage. They used to bring into St. Louis nearly all the fruit, poultry, butter, eggs and cheese received, and a considerable proportion of the valuable dry goods and other freight received from the East. But this part of the business has to a great extent been taken by the fast-freight lines, which now deliver packages in three days from New York to St. Louis and at one-third less than the amount charged by express. This change has sent the companies back to their original vocation of carrying and delivering parcels, but with an amplification of their fiduciary and agency functions, forced upon them by the increasing complexities of our social and business life. They combine in themselves the functions of banks, trust companies, commission merchants and factors; they carry money, issue money orders, collect debts, secure copies of documents and instruments, make payments of money by telegraph, issue travelers' checks and execute orders and commissions which, but for them, would require a personal visit or the services of an attorney. Before the multiplicity of railroads in the country, the express companies were accustomed to apportion territory by common agreement and by priority of occupation, but as the railroads were extended in all directions, a different practice obtained, and now the several companies seek to secure the exclusive right to run their cars over roads and systems, and their business is divided by railroad lines. The United States and Adams Express companies do all the carrying of money for the government, the former having the contract, and the latter carrying for it. But much the larger proportion of money carried into and out of St. Louis is for the banks and business men—and in this all the companies share.

The Adams Express Company was the first to open in St. Louis, coming here in 1852, its first agent being John Walker, followed successively by Washington King, Thomas Lough, C. C. Anderson, W. H. Damsel, J. L. Calhoun, and Joseph Temple. This company enjoys a monopoly out of St. Louis over the Burlington Route, the Louisville, Evansville & St. Louis, the Louisville & Nashville, the Louisville, Henderson & St. Louis, the Mobile & Ohio, the St. Louis-Peoria Line, and the Vandalia Line. It employs in St. Louis one hundred and fifty men, thirty wagons, and sixty horses.

The American Express Company started business in St. Louis in 1853, with Oscar Packard for its first agent. It operates over the Cleveland, Cincinnati, Chicago & St. Louis, the Missouri, Kansas & Texas; the Illinois Central, and the St. Louis, Peoria & Northern Railroads; and employs in its St. Louis service sixty-five men, forty-eight horses, and twenty-five wagons. Its agent in 1899 is R. P. Dodd.

The United States Express Company opened its office in St. Louis in 1854, its first agent being Charles W. Ford, the friend of General Grant, who afterward appointed him Collector of Internal Revenue for St. Louis. It and the American occupied the same office on Main Street for a time, with a single horse and wagon between them. It operates with exclusive privileges over the Baltimore & Ohio and the Chicago & Alton, and sends its shipments over the Cleveland, Cincinnati, Chicago & St. Louis Railroad and other lines. It employs, with the Pacific, which has close relations with it, one hundred and ninety men, thirty-five wagons and ninety horses in St. Louis. Its agent in 1899 is M. M. Clark.

The Southern Express Company came to St. Louis from the Southern States in 1892, its first agent being C. H. Albright. Its business lies chiefly in the South, where it operates over eighty-odd railroads—nearly all in that section, except the Illinois Central. Before it opened an office in this city it did its business here through the Adams, and its wagon service here now is still performed by that company. Its agent in 1899 is J. H. Waters.

The Pacific Express Company began business in this city in 1879, with Elmer Sears as agent, who, after a short time, was succeeded by Joseph Temple, the present agent of the Adams Express Company. The Pacific has relations with the United States Express Company, through which its wagon service in St. Louis is performed. It operates over thirty

four railroads, including the Union Pacific, the Wabash, East & West; the Oregon Short Line; the Oregon Railroad & Navigation Company Line; the Texas Pacific; the International & Great Northern of Texas; the St. Louis & Southwestern; the Pecos Valley, of Texas; the Union Pacific, Denver & Gulf, and other important lines in Illinois, Missouri, Iowa, Kansas, Colorado, Texas, Utah and California.

The National Express Company was opened in St. Louis in 1891, with George F. Nosler as agent, who continued in that position until 1893, when he was succeeded by C. McDonald, the latter being the agent in 1899. The National has exclusive rights over the Toledo, St. Louis & Kansas City Railroad, and the Illinois Central. It employs in St. Louis twenty-six men, fifteen horses, and ten wagons.

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F

Fach, Charles, merchant, is a native son of St. Louis, having been born in a residence which stood at the southeast corner of Second and Plum Streets, November 12, 1841, when that portion of the city was a handsome residence district, inhabited mainly by French and German people. At the time of his birth St. Louis was a city of only 17,000 inhabitants, divided into six wards, with Seventeenth Street as its western limit. After graduating from the High School and taking a course in college Mr. Fach entered the employ of Julius Morisse, who was a brother-in-law of Henry Shaw and the pioneer hardware merchant of St. Louis. He remained in the employ of this house for eight years, and gained his thorough knowledge of the hardware and cutlery trade in all its branches in that connection. At the end of that time he transferred his services to the wholesale hardware firm of G. Bremermann & Co., engaged in business at the northeast corner of Main and Market Streets, where he was first a local and later a traveling salesman. The commercial drummer of to-day was at that time practically unknown, and selling goods on the road by solicitation and visiting the retail dealer's place of business was a novelty. Mr. Fach was one of the pioneers in this field of enterprise, and traveled throughout the West at a time when it gave the country merchant genuine pleasure to meet the representative of a jobbing house, to hear from him the latest city news and give his order for goods of which he might stand in need. Railroads had not then been built throughout the Western country, and these trips of commercial travelers were made principally in the old-fashioned Concord stages, by wagon or on horseback or on the steamboats which traversed the Western rivers. With the building of railroads travel was rendered easier and more comfortable, and traveling salesmen became more numerous as a consequence. During these early visits to his customers Mr. Fach acquired wide popularity and earned the sobriquet of "Hardware Charlie," by which he became known to the hardware trade and iron manufacturers both of this and foreign countries. For thirty-two years he continued to be identified with this trade as a traveling salesman, and during that time it was conceded by those brought into contact with him that few men engaged in trade in the West had a more thorough and practical knowledge of the hardware business. He remained with the firm of G. Bremermann & Co. until the death of the senior partner, and then was engaged as salesman by the oldest hardware jobbing firm west of the Mississippi River, that of A. F. Shapleigh & Co., since succeeded by the joint stock company now known as the A. F. Shapleigh Hardware Company. Mr. Fach was connected with this house as salesman and stockholder until February 15, 1896, when he sold his interest in the establishment and severed his connection with the hardware trade, in which he had been engaged as boy and man for forty years. Since

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then he has given his attention to financial affairs and investments of various kinds and to the care of his estate. He has always taken a deep interest in the welfare of his native city, and feels proud of St. Louis and of the great progress and wonderful growth in wealth and population, which have made it the fifth largest city in the United States. In the old days of the Volunteer Fire Department he was an untiring and devoted member of that organization, and an examination of the records of the Veteran Volunteer Firemen's Historical Society of St. Louis will convince anyone that to his zeal is to be credited a great deal of the success which has crowned the efforts to preserve its history and the record of its services. He was an active and honored member of Washington Fire Company No. 3, which was one of the famous companies of fire-fighters under the old regime. During the Civil War he was a corporal of the Home Guards, enrolled as Missouri Militia, serving under Captain E. Rice and doing duty in St. Louis and vicinity. Politically he has been identified with the Democratic party. His religious affiliations are with the Episcopalian Church, he having been baptized into that church by Rev. Dr. Gassoway and confirmed by Rt. Rev. Cicero Stephens Hawks, D. D., Bishop of Missouri, in old St. George's Episcopal Church, which formerly stood on Locust Street, between Seventh and Eighth Streets. He is connected with different fraternal organizations and societies in St. Louis as a member of St. Louis Council No. 6 of the Legion of Honor, of Valley Council No. 438 of the Royal Arcanum, of the Western Traveling Men's Association of St. Louis, and of the Missouri Historical Society. He married in 1872 Miss Cornelia Josephine Eitzen, daughter of Honorable Charles D. Eitzen, of Hermann, Missouri. On the 14th of May, 1897, they celebrated the twenty-fifth anniversary of their wedding at their home in St. Louis, and the occasion was one which brought together a large circle of friends and acquaintances to participate in the joyous event. Five sons and three daughters have been born of their union, all of whom were living in 1898 save their first born, a son, who died at four years of age. The parents of Mr. Fach were Carl L. and Maria Catharine (Breit) Fach, both of whom were born in Germany and emigrated to this country in 1835. They settled that year in St. Louis, and here they both lived to old age, celebrating their golden wedding anniversary at their son's residence June 15, 1881.

Fagin, Aaron W., merchant and manufacturer, was born in Clermont County, Ohio, March 11, 1812, and died in St. Louis in 1896. Of mingled French and Irish extraction, his earliest American ancestor settled in the State of New Jersey, and from there Joseph Fagin, the father of Aaron W., removed to Uniontown, Pennsylvania. Some time later the family migrated down the Ohio River to a point just below the mouth of the Little Miami River, and found a home among the earliest settlers of Ohio at what was called Columbia, a settlement which considerable antedated the founding of Cincinnati, and which in later years became a part of that city. Later they moved to what was known as "Ten-Mile Creek," on the north bank of the Ohio River, and there Aaron W. Fagin was born and reared among the pioneers of the "Buckeye" State. His father was a farmer, and the son had the usual experiences of a farmer's boy of that period, working hard to aid in clearing up the farm and obtaining only such education as could be acquired in the primitive schools of that region. On the 10th day of December, 1830, when he was but eighteen years of age, he married Miss Sarah Bradbury, daughter of another of the pioneers of Clermont County, and for a time after his marriage engaged in farming in the neighborhood of his early home. Reaching the conclusion, however, that there were other pursuits which he should find more profitable, as well as more agreeable than farming, he removed to the town of New Richmond, Ohio, in 1831 and began life as a merchant. As proprietor of the village store at that place he did a thriving business, and gradually extended his operations to trading in produce of various kinds on the Ohio River. The river trade in those days was profitable, and Mr. Fagin appears to have been peculiarly adapted to it, his operations soon becoming so extensive that he was obliged to give up his store and devote his entire time to the river traffic. His operations extended from Pittsburg to New Orleans, and within a few years he had accumulated a handsome fortune. In 1839 he disposed of these interests with the intention of retiring from business and devoting himself to his family and a life of leisure.

which he was able to enjoy and had richly earned through the success of his business enterprises. His mind was too active, however, and his energies too intense to admit of a life of inactivity at that early age, and he soon found himself casting about for a new location and new business projects. St. Louis had impressed itself upon him as a city destined to become the metropolis of a large territory, and to this city he removed with his family in the year 1842. Beginning business here as a commission merchant, he traded largely with the upper Mississippi country and eventually gained control, in a large measure, of the lead output of the Galena mines. His natural sagacity was exhibited in all his business operations and he was quick to perceive the trend of events and the opportunities for new enterprises. In 1849, in company with C. W. West and Alexander and William Ricard, of Cincinnati, he built in St. Louis the famous "United States Flouring Mill," on Seventh Street, which passed under his sole ownership and control at the end of two years. From that time forward he was a conspicuous figure among the manufacturers of St. Louis and a pioneer among the men who built up the great flour manufacturing industry of this city. He was at that time a man of large capital, his credit was almost unlimited, his sagacity was recognized wherever his name was known, and when he determined to send out from St. Louis a brand of flour which should attain the widest celebrity his success was assured. Sparing no expense to equip his mill with the most approved appliances known to the trade at that time, he converted the plant, which had previously had a capacity of two hundred barrels a day, into one of the largest flour mills of the world, with a capacity of one thousand barrels a day. His first distinct triumph in the way of putting into the market a famous brand of flour was in the manufacture of what became known everywhere throughout the West as the "XXX" brand of flour, which was always a prime article of merchandise. Later he eclipsed this effort by sending out from his mills the famous "Four Ace" brand of flour, which became a prime favorite in the commercial marts of the old world, as well as in all the markets of the United States. Passing safely through the monetary panic of 1857 as a result of keen discernment and acute foresight, which enabled him to prepare for it, he invested $70,000 in the improvement of his mill in 1858. An idea of the magnitude of his operations at this time may be obtained from a statement of the fact that on the 15th day of February, 1859, he contracted with one house to deliver to it inside of ninety days 50,000 barrels of flour. He bought wheat in lots of 50,000 and 100,000 bushels, and studied at all times not only the markets of the United States, but the wheat and flour markets of the world. When the Civil War began he was the first miller to sell to the government a lot of 1,000 barrels of flour, and a considerable share of his product sought the same market thereafter until the close of the struggle. The stoppage of the river traffic below St. Louis depressed his business temporarily, but his resourceful nature soon suggested a remedy, and, by improving his Eastern connections by rail and river, he soon established a large market for his famous brands of flour in the city of New York. He adhered staunchly to the Union cause during the war, but was not an active participant in the dissensions which divided the old Merchants' Exchange, and in later years was a potent factor in the formation of the reunited Exchange. In 1864 the mill, which had become famous and which had helped to make St. Louis famous as a flour manufacturing center, was burned to the ground on the night of September 14, entailing upon Mr. Fagin a loss of $500,000, none of which was covered by insurance. This disaster, which entailed so heavy a loss on Mr. Fagin, was a loss also to the city, for the reason that he determined not to rebuild the mill, and severed his connection with the milling business, in which he had been so conspicuous a figure. Shortly afterward he became largely interested in the construction of the St. Louis Elevator, but this enterprise proved less profitable than those in which he had been accustomed to engage, and he withdrew from it in 1868 to become head of the provision firm of Fagin, McQueen & Co. The partnership articles of this firm limited its existence to five years, and its operations were exceedingly profitable until the last year, when Mr. Fagin again became the victim of a fire loss. This determined him to retire from active business pursuits to enjoy the ample fortune which still remained to him. Always tenderly solicitous for the happiness of the wife of his youth and the children who had grown up about him, he had purchased many years before this a tract of ground in North St. Louis

in the neighborhood in which were grouped at one time, on bluffs which seemed specially designed for beautiful building spots, the delightful homes of Colonel John O'Fallon, Captain Bissell, Beverly Allen and other wealthy citizens. Here he had built a handsome home, embellished the surrounding grounds and created an ideal place for the enjoyment of his well-earned retirement. A longing for travel had also taken possession of him, and, after, arranging his business affairs with characteristic wisdom and discretion, he traveled westward to the Pacific Coast, visiting all points of interest in the Rocky Mountain region and in California, Washington and Oregon, and then sailed from San Francisco on the steamer "Republic" for the Orient. After journeying leisurely through Japan, China and India, he passed out of the Indian Ocean into the country of the Red Sea, ascended the Nile, and from the ancient town of Alexandria set sail for Joppa and Syria. In turn he visited Jerusalem, traversed the Dead Sea and the Sea of Galilee, saw Damascus and the ruins of Baalbec, Constantinople and the Isles of Greece. From the Bosphorus he passed north to Moscow and St. Petersburg, thence to Sweden and Norway, and after traveling through Germany, Italy, Spain, the Morocco States and France, rested at Paris. From there he extended his travels to points of interest in the British Islands, and then returned to Paris, where he sojourned for many months. He found life in Paris attractive, took kindly to the ways of the French people, and, although he was then well advanced in years, took up the study of the French language and mastered it. Calling thither some of the other members of his family he established them in luxurious quarters in the French capital and temporarily made his home in that city. His first wife, a woman of many lovely traits of character, had died in 1869, and in 1881, while living abroad, he married Miss Anna Hanhart, an accomplished lady, who was a native of Switzerland. In 1882, while Mr. Fagin was absent in America on business, his wife died and was buried at Diessendofen, in the land of her nativity. This event changed his plans for a continued residence abroad, and at the end of five years, which had been spent in the Old World, he returned to St. Louis, where he lived to the end of his life, and where he continued to manifest his public spirit and his deep interest in the welfare of the city as long as he lived. One of the important acts of his later life was the erection of the handsome office building on Olive Street—the Fagin Building—which is a monument to his memory and which should have continued to bear the name he gave it. The esteem in which he was held by the people of St. Louis was voiced by the Merchants' Exchange after his death in a series of resolutions, in which glowing tributes were paid to his memory, his worth as a man, his usefulness as a citizen, and the distinction which he achieved during his long and honorable career.

Fairback, Henry, was born November 25, 1839, in Germany. When a boy seven years of age he came to this country and to St. Louis with his parents, and from that time until he was ten years of age he attended the schools of this city. His father fell a victim to the cholera in 1849, and, being thus half-orphaned, the son was compelled to quit school and begin work to assist his widowed mother in gaining a livelihood for her family. As a boy and youth he worked at whatever he could find to do, and when he was approaching manhood he learned the plasterer's trade, at which he worked until the beginning of the Civil War. Early in 1861 he enlisted in the Union Army, being mustered into the three months' service in Colonel B. Gratz Brown's regiment, with which he served in Missouri until the expiration of his term of enlistment. Returning then to St. Louis he at once re-enlisted in the First Engineers' Regiment, Missouri Volunteers, afterward commanded by Colonel Henry Flad. He was in this branch of the government service until the close of the war, discharging every duty faithfully and proving his devotion to his country. When he laid aside the uniform of a soldier and returned to peaceful pursuits he embarked in business in St. Louis as a plastering contractor, to which trade he devoted himself until 1887, gradually expanding his business and adding to his capital and resources. In the year last named he became a general building contractor, and has since engaged in that business, building up a comfortable fortune for himself and contributing at the same time many substantial improvements to St. Louis. He was one of the founders of the old Mechanics'—now the Builders'—Exchange, and was for years regularly delegated to act as one of its representa-

tives in the National Board of Trade, of which body he has been an active and energetic member, participating in its deliberations and debates. He was a charter member of the Legion of Honor and was an officer of its supreme council for many years. He was one of the Union veterans who organized Ransom Post of the Grand Army of the Republic, and has been closely identified with the administration of its affairs. He was made president of the Woman's Relief Corps Soldiers' Home at St. James, Missouri, in 1895, and served two years in that position. The Home was established, dedicated, furnished and opened during his administration. During the legislative session of 1896-7 he labored most earnestly and successfully to secure the legislation under which the Home was made a State institution, and he is now chairman of the executive committee of the State board of trustees. When, in 1886, the organization of building and loan associations was inaugurated in St. Louis he helped to found and incorporate the George Peabody and Stephen Girard Associations, of both of which he became president, continuing to serve in that capacity until the final winding up of their affairs, to the financial benefit of all their members. He has been a diligent reader and a close student of the best American authors, and as nature endowed him with a good, sound mind he has acquired a large fund of general knowledge. As a young man he listened to the famous debates between Lincoln and Douglas in 1857, and became a devoted follower of the great emancipationist, a believer in national sovereignty and in the economic theories of the Republican party. He believes it to be the mission of the United States to continue its development and the extension of its influence, and glories in the expansion of its territorial limits. Believing in the expansion of trade, as well as of government, he has long taken a warm interest in matters looking to the establishment of friendly trade relations with the South American republics, and has from time to time given public expression to his views on this subject. As boy and man he has watched with peculiar interest the growth and development of the city of St. Louis, and feels to-day a pardonable pride in having been witness of this wonderful evolution. He has at all times been a loyal St. Louisan; proud of its solidity, its high financial standing, and its enlightened and intelligent population, and has always stood ready to do all in his power to promote its advancement. He was married in 1867 to Miss Elise Becker, of St. Louis, by the Rev. Henry Cox, pastor of the Union Methodist Episcopal Church, then located at the northwest corner of Eleventh and Locust Streets. The children of Mr. and Mrs. Fairback are Mrs. Emma Elliot, Minnie, William J., Oliver P., Dickson H., Harry P. and Charles R. Fairback.

Fairmount.—An addition to the city of St. Louis, dedicated June 10, 1869, by Mary C. Hereford, Elizabeth Phare, Robert E. Pattison, Ashley R. Northrup, E. W. Pattison, Julia A. Letcher, Julia A. Ashbrook and others. It consisted of twenty-five blocks and extended from King's Highway to Macklind Avenue, between Bischoff and Northrup Avenues.

Fairview.—An addition to the city of St. Louis made by Charles K. Dickson and John J. Murdoch May 1, 1848. It extended from what was then called Rosatti Street to Morton Street, between Sidney and Victor Streets.

Farish, Edward T., lawyer, was born in Woodville, Mississippi, in 1836, and came of a very prominent family of that State. His father was a distinguished physician and his mother was a granddaughter of Sir William Hamilton. Left an orphan when he was eleven years of age, he was reared under the guardianship of relatives of his father, and was educated at St. Louis University, from which institution he was graduated in the class of 1854. He studied law under the preceptorship of Honorable A. Fenby, and was admitted to the bar in 1856. Soon after his admission he became associated in practice with the Garesches, who in their day were among the most distinguished members of the St. Louis bar. Later he practiced in partnership with Honorable R. A. Bakewell, and in later years has continued his law practice alone. While he is a close student and a judicious counselor, he has been especially conspicuous as an eloquent advocate and a trial lawyer of very superior attainments. He has served St. Louis as city counselor and is numbered among the ablest of those who have held this office. An occasional contributor to the press, he is

known as a polished and forcible writer, as well as a sound and able lawyer.

Farrar, Bernard G., Sr., physician, was born July 4, 1784, in Fauquier County, Virginia, and died in St. Louis in 1849. His parents were Royal and Jane (Ford) Farrar, and the family to which he belonged, one of the first of the Old Dominion, was planted in this country in 1621, in which year his immigrant ancestors settled on what became known as Farrar's Island, in James River, just below Richmond, Virginia. Dr. Farrar came with his parents in his infancy to Kentucky, the family settling there near Lexington. He was reared and educated in Kentucky, being graduated from Transylvania University. He then studied medicine and received his doctor's degree from the University of Pennsylvania. In 1807 he came to St. Louis and practiced his profession continuously here for nearly thirty years, except for a time during the War of 1812, when he served as a surgeon in the United States Army. He retired from the practice of his profession in 1835 and lived quietly in St. Louis thereafter, enjoying the high esteem of all his fellow-citizens until 1849, when he fell a victim to cholera. He married Ann C. Thruston, of Louisville, Kentucky, who was a niece of General George Rogers Clark and of Governor William Clark, of Lewis and Clark expedition fame, and one of the early territorial Governors of Missouri. Their children were John O'Fallon Farrar, Benjamin Farrar, Bernard G. Farrar, Jr., James Farrar and Ellen Farrar, the last named of whom became the wife of Samuel Houser, at one time Governor of Montana.

Farrar, Bernard G., Jr., who has achieved distinction both in military and civil life, was born August 5, 1831, in St. Louis, son of Dr. Bernard G. and Ann Clark (Thruston) Farrar. He was educated at St. Louis University, Norwich Military Academy of Vermont, and the University of Virginia. After completing his studies he returned to St. Louis and turned his attention to business affairs, and has ever since been identified with the real estate and kindred interests of this city. In April of 1861 he was mustered into the military service of the United States at the old arsenal at St. Louis, and was almost immediately appointed aid-de-camp on the staff of General Nathaniel Lyon. After the battle of Wilson's Creek and the death of General Lyon he was appointed by Major-General Halleck provost-marshal-general for the Department of the Missouri, and served in that capacity until October of 1862. In that year he recruited and organized the Thirtieth Regiment of Missouri Volunteer Infantry, which became a part of General Frank P. Blair's brigade. He served under General Grant in the Mississippi campaign, and was in command of Blair's brigade at the siege of Vicksburg. After that he commanded the District of Natchez, and was brevetted brigadier-general March 9, 1865. In May of that year he resigned his commission in the army and resumed the duties of civil life in St. Louis, where he has since been numbered among the leading citizens of the city. President Harrison appointed him assistant treasurer of the United States, and he served in that capacity in St. Louis during a period of four years with credit to himself and to the administration of which he was a part. He has been prominently identified with the Republican party since its organization, and for many years has been one of its most conspicuous representatives in Missouri. June 14, 1855, General Farrar married Miss Isabel J. Mitchell, of Philadelphia, Pennsylvania.

Farrar, John O'Fallon, physician, was born in St. Louis in 1821, and died in this city December 12, 1877. He was the eldest son of Dr. Bernard G. Farrar, Sr., mentioned in a preceding sketch; was reared in St. Louis and educated at St. Louis University and at Mt. St. Mary's College, of Maryland. He took his doctor's degree from Jefferson Medical College of Philadelphia, after which he pursued a post-graduate course of study in Paris, France. Returning from Europe in 1850 he practiced medicine for two years, and then retired from professional work to give attention to numerous and varied business interests. From that time until his death he was largely identified with the progress of St. Louis, and was in all respects an ideal citizen, as well as a cultivated and scholarly gentleman. He was twice married, first in 1850 to Miss Caroline Garland, daughter of Hugh Garland, of Virginia, who was the author of Garland's "Life of William Wirt" and other works of a like nature. The first Mrs. Farrar died in 1852, and in 1855 Dr. Farrar married Miss Sarah M. Christy, daughter of William T. Christy.

of St. Louis. The second Mrs. Farrar survived her husband, as did also the following named children born of their marriage: Wm. Christy Farrar, Chas. Thruston Farrar, Ellen Farrar Duke, Benjamin O'Fallon Farrar, Calvin Christy Farrar, Eliza Christy Farrar, John O'Fallon Farrar, Arthur Barret Farrer, Frank Blair Farrar.

Farris, Robert Perry, clergyman and editor, was born September 6, 1826, in St. Louis. His father was Colonel Robert Patishall Farris, who was born in Massachusetts, graduated at Harvard College in 1815, and came to St. Louis the year following. Here he read law under the preceptorship of Judge William C. Barr, and entering upon the practice of his profession, was the law partner of Thomas H. Benton until that afterward distinguished statesman was elected to the United States Senate. He was appointed State's attorney for the circuit composed of St. Louis and other counties, and later formed a partnership with Honorable Josiah Spalding, occupying a prominent position at the bar for many years. He also served as colonel of a regiment organized for protection against the Indians in the early history of the city. His wife, the mother of Rev. Dr. Farris, was Miss Catherine A. Cross before her marriage, and she was a daughter of Captain Joseph Cross, of the United States Army. She was born in Fort Pitt—now Pittsburg, Pennsylvania—and in 1810, when a babe in arms, was brought to Bellefontaine Barracks, her father having been ordered thither with troops from Fort Pitt. This was before the days of steam, and the trip down the Ohio and up the Mississippi and Missouri Rivers was made in keel-boats propelled and pulled by the soldiers. Robert P. Farris was reared in St. Louis and pursued his collegiate studies at St. Louis University and at St. Xavier's College, Cincinnati, Ohio, receiving the degree of bachelor of laws from the last named institution in 1844. He was then admitted to the sophomore class of Yale College, and received his bachelor's degree from that institution in 1847. Returning then to St. Louis he read law under the preceptorship of Honorable Trusten Polk, afterward Governor of Missouri and United States Senator, but later determined to enter the ministry of the Presbyterian Church. He studied theology under the preceptorship of Rev. Dr. N. L. Rice and at Princeton Theological Seminary, New Jersey, and in 1851 was licensed to preach by the Presbytery of St. Louis. In 1852 he was ordained by the same Presbytery, and thereafter until 1868 he had charge successively of churches in Peoria, Illinois; St. Charles and St. Louis, Missouri. With others he founded in 1866 "The Missouri Presbyterian," which later became "The Old School Presbyterian," and still later "The St. Louis Presbyterian." He was the first editor of the journal, and continued to serve in that capacity until 1895, when impaired health compelled him to suspend his editorial labors. Both as clergyman and editor he has been a potent factor in advancing the interests of Presbyterianism and in promoting the spread of Christianity, and his church has at different times conferred upon him well-deserved honors. He was chosen moderator of the (Southern) Presbyterian General Assembly of 1881 by acclamation, and in 1885 was made permanent clerk of the assembly, which position he still holds. The degree of doctor of divinity was conferred upon him in 1867 by Westminster College. August 3, 1848, Dr. Farris married Miss Eliza Seymour Bowen, of Cincinnati, Ohio. Her progenitors were connected with the United States Navy, as were her husband's ancestors with the United States Army. Her greatuncle Commodore John Downes, was conspicuous in naval history, and another uncle, Captain Albert Downes, was lost at sea with the U. S. S. "Grampus." Her only brother, Lieutenant R. T. Bowen, went down with the U. S. S. "Levant" in Pacific waters in 1861.

Father Mathew Temperance Society.—This society, the strongest of many similar ones which grew out of the old Roman Catholic Total Abstinence and Benevolent Society, was founded in 1854 by Rev. R. J. Hayes. It has branches all over the State of Missouri and is active and vigorous. The order of Knights of Father Mathew is the offspring of it.

Father Mathew Young Men's Total Abstinence Society.—A society organized in St. Louis June 10, 1870, by Rev. Robert J. Hayes, Thomas Fox, Edward Devoy, James Hagerty, John D. Hagerty and others, to encourage and inculcate temperance and to make provision for the families of deceased members. The death benefit feature of the

order ultimately proved to be an unsatisfactory arrangement, and the society disbanded, after having been in existence about twenty years. It was named in honor of Father Mathew, the eminent temperance apostle of the Catholic Church.

Faust, Anthony Edward, better known as "Tony Faust," the Delmonico of St. Louis, was born January 3, 1836, in the Kingdom of Prussia, Germany, son of Conrad and Katherine (Gerlach) Faust. He grew to manhood in Germany, and received a good education in the schools of the town in which he was brought up. In 1853 he came to this country, landing in New York, and from there came West, stopping first at Dubuque, Iowa. From Dubuque he came to St. Louis and worked at the trade of ornamental plasterer, which he had learned as a boy, until 1862. With the means which he had accumulated he opened, in that year, a small restaurant in the southern part of the city, in what was then, and is sometimes still called "Frenchtown." His capacity for catering to the public was soon made manifest, and after a short time he removed to the corner of Elm Street and Broadway, where he began building up the most famous establishment of its kind in the West. In 1877, when the Southern Hotel was burned, his place was also destroyed, but was immediately rebuilt on a much larger scale, one of its attractions being a "roof-garden," which was the first institution of the kind established in the United States. He also purchased, at the Paris World's Exposition of 1878, an electric light plant, which he brought to St. Louis and put in operation at his restaurant, and was the pioneer in electric lighting, this being the first light of this kind put in place in this city. His rapidly growing business and increasing popularity created an imperative demand for more extensive accommodations in the course of a few years, and in 1889 the structure which he occupied was torn down and an entirely new building, with luxurious furnishings, was erected at great expense, and superior service and excellent cuisine made Faust's restaurant as famous in the West as Delmonico's New York restaurant is in the East. The viands served to patrons at the restaurant soon created a demand for game, meats, fish and other delicacies to be carried home, and the result of this demand was that in 1879 Mr. Faust opened a market adjacent to his restaurant, which became known as "Faust's Fulton Market," and which has since been hardly less popular with the people of St. Louis than his famous restaurant. A wholesale department followed the establishment of the retail market, and this market, located in a separate building, between Fourth and Fifth Streets on Elm Street, now distributes all the delicacies of the seasons throughout the Western and Southern States and Territories. In 1886 he established a branch of his restaurant in the Exposition Building, which has every year since been one of the most attractive features at the annual exhibition of goods, wares and industries of all kinds, which brings thousands of visitors to St. Louis. In 1897 his market enterprise was still further extended by the establishment of a branch of his Fulton Market at 610 Olive Street, in the furnishings of which more artistic taste was displayed than one would have thought could possibly be shown in the fitting up of a market. Cases and refrigerators in mahogony, ornamented with richest carvings, tiled floors and beautiful frescoes, have combined with the most perfect equipment and service to make this establishment something altogether unique. Mr. Faust has achieved the financial success merited by one who has studied carefully the tastes of the people of a great city, and evinced real genius in providing the best possible entertainment for those who know how to live well. He is exceedingly popular among all classes of people, and is a member of the Turners' Society, various German singing societies, the order of Elks, and several social clubs. He married, in 1865, in St. Louis, Miss Elizabeth Bischoff, and three children, two sons and one daughter, have been born of their union. The sons are E. A. Faust and A. R. Faust, both associated with their father in business, and of whom the first named married, in 1897, the daughter of Adolphus Busch, the famous St. Louis brewer. His daughter, Mollie Faust, is now Mrs. Gianinni, and resides in St. Louis.

Fehl, George, manufacturer, was born March 5, 1843, in Hessen-Darmstadt, son of Nicholas and Elizabeth Fehl. The elder Fehl came with his family to this country in 1853, landing at New Orleans, at the end of an ocean voyage of seventy-four days. After remaining in New Orleans six months he came to

Artaud

Tony Faust

St. Louis, and for many years thereafter, worked at his trade as a blacksmith in this city. He lived to be eighty-two years of age and in his later years was remarkable for his physical strength and vigor. The son, George Fehl, obtained a practical business education in the public schools of St. Louis, and in early boyhood was apprenticed to the cigar-makers' trade, at which he began working at fifty cents a week. He was nineteen years of age when the Civil War began, and was among the first St. Louisans to enlist in the Union Army, serving as a private in Company D of the Second Regiment of Missouri Volunteer Infantry. After the war he worked at his trade as a cigar-maker until 1873, when he started a cigar manufactory of his own, on Broadway, near Park Avenue. In 1875 the excellence of his cigars began to attract attention and win prizes for their manufacturer, and his famous "Blue Ribbon" brand of cigars dates from that year. He has since been the winner of twenty-six diplomas and four silver medals, and his manufactures are among the most widely known in the West. Prospering as it deserves to prosper, his enterprise has grown into an important industry and a large number of persons find regular employment in his factory. A matter of interest in this connection is the fact that he has always looked carefully after the welfare of his employes, and has sought by every means possible to make them prosperous and happy. It has been his custom to impress upon them the value of saving something from their earnings, and it is said that every person who has been in his employ for any length of time has a bank account. Liberal in both his political and religious views he has never allied himself closely with either a partisan organization or a sectarian denomination, but has filled the measure of good citizenship in all that the term implies. He is a director of the Washington Mineral Springs Company, of Okawville, Illinois, of the Gentlemen's Driving Club of St. Louis, and a member of the St. Louis Fair Association. His fraternal affiliations are with Standard Lodge No. 80, of the Ancient Order of United Workmen. May 7, 1868, he married Miss Caroline Werger, of St. Louis. Their children are Carry Elizabeth, George, Jr., Emma and Robert Fehl.

Feiner, Frank, manufacturer, was born in Baden, Germany, February 28, 1832, son of Michael and Annie Feiner. He was reared on a farm and received a common school education, and after finishing his schooling learned the tailors' trade. In 1851 he came to this country, landing at New York September 15th of that year. From that city he went to Philadelphia, and worked there as a journeyman tailor until 1851, when he came to St. Louis. Here he worked at his trade first, for John Schiffman, but after a time caught the "gold fever" and went to California by way of New Orleans and the Nicaragua route. He landed in San Francisco in the middle of December, 1853, and stopped there for three months, during which time he worked at his trade. He then engaged in placer mining at Georgetown, in Eldorado County, for two years. In 1855 he went to the Yuba River gold fields and remained there for five years thereafter. His mining ventures yielded good returns, and he returned to St. Louis in 1861 with what he considered in those days a considerable fortune. In 1862 he purchased the interests of Frank Deister in the Southern Mills, located at 808 South Broadway, and became junior member of the milling firm of Engelke & Feiner. For twenty years thereafter they operated these mills together, and in 1882 rebuilt the plant, greatly enlarging it and equipping it with "roller process" machinery. The name was then changed to the Southern Roller Mills, and Mr. Feiner continued to be identified with the operation of this manufacturing plant, as did also Mr. Engelke, until the death of the last-named in 1889. Mr. Feiner then purchased the interest of Mr. Engelke's estate in the mills, and in 1895 the business was incorporated as the Engelke & Feiner Milling Company, with a capital of one hundred and forty thousand dollars. Of this corporation Mr. Feiner is president and treasurer, his official associates being William Klinger and Ferd Brockmeier, who are vice-president and secretary, respectively. The mills operated by this corporation have a daily capacity of fifteen hundred barrels of various kinds of meal and flour. A successful man of affairs, Mr. Feiner is esteemed also for his public spirit and liberality. He is a Republican in politics, a Catholic in religion, a director of the International Bank of St. Louis, a member of the Merchants' Exchange, of the South St. Louis Turners' Society and of the Union Club. In 1866 he married Miss Helena

Klinger, of St. Charles, Missouri. Their children are George W., Eugene J., Adele and Lily Feiner.

Fellowship Committee of Young People's Societies.—An organization formed in St. Louis and at this date, 1898, existing, it is said, nowhere else, which has for its object the promotion of friendly relations and the strengthening of the bonds of Christian fellowship between members of the different Protestant churches, and having for one of its aims, also, harmonious action in the general advancement of religious interests. The societies represented in the fellowship committee are the Epworth League, of the Methodist Episcopal Church; Epworth League, of the Episcopal Church, South; the Baptist Young People's Union, the Brotherhood of St. Andrew, and the Christian Endeavor Union. Each society has two representatives on the committee.

Female Charitable Society, St. Louis.—See "Charities in St. Louis."

Fenton.—A beautiful little town on the Meramec River, and also on the Gravois Rock Road, fourteen miles from St. Louis. It was laid out about the beginning of the nineteenth century by Wm. Long, who named it after his maternal family. There is a fine iron bridge across the Meramec River at the place. Nearly all the travel and traffic between St. Louis and Jefferson County passes through Fenton.

Ferguson, David K., manufacturer and banker, was born in Pittsburg, Pennsylvania, in 1826, and spent the first thirteen years of his life in that city. After obtaining a fair English education in the schools of Pittsburg, he came west and obtained his first employment, as a youth, from the firm of Kingsland, Lightner & Company, of St. Louis, then the proprietors of what was known as the Broadway Foundry, one of the largest establishments of its kind in the West. As an employe of this manufactory he laid the foundation of a successful business of his own by obtaining a practical knowledge of all the details of iron manufacture, and at the end of five years, although still not of legal age, he began manufacturing operations on his own account. Associating himself with Messrs. George, Leroy and Philip Kingsland, he became junior member of the firm of Kingslands & Ferguson, which established its foundry at the corner of Second and Cherry Streets. Mr. Ferguson's partners, like himself, were practical men and all were likewise sagacious, energetic and enterprising. The time was auspicious for the growth of manufacturing industries in St. Louis, and this firm was one of those which did most to demonstrate the fact that this city had great natural advantages as a manufacturing center. Their business grew rapidly and the demand for increased facilities necessitated their removal at the end of a few years to the corner of Eleventh and Mullanphy Streets, where their plant occupied an entire block of ground. In the course of time the elder member of the firm withdrew and the original partnership was succeeded by the corporation known as the Kingsland & Ferguson Manufacturing Company. With this corporation Mr. Ferguson continued to be actively identified until 1887, in which year he ceased to be connected with a business he had aided in creating and developing to large proportions, and which had given him so much prominence among Western manufacturers. While connected with this enterprise he was also largely interested in the Vulcan Steel Works, of which he was president prior to its absorption by the St. Louis Ore & Steel Company. His extensive manufacturing operations brought him into an intimate relationship with the Garrison Brothers—long conspicuous among the citizens of St. Louis for their enterprise and the magnitude of their business interests—and with Oliver Garrison Mr. Ferguson became a large shareholder in the Mechanics' Bank. Upon the retirement of Mr. Garrison from the presidency of the bank in 1893, Mr. Ferguson became his successor and continued at the head of that admirably managed and eminently successful banking house until January, 1898, when, to be relieved of the active duties, he resigned the presidency of the bank and was elected vice-president. Both as manufacturer and banker he has enjoyed an enviable reputation among the business men of the chief city of the Southwest, and a business career of fifty years in this city has gained for him the unbounded confidence of the public and earned the highest esteem of business circles. A good business man and a promoter of the growth and prosperity

D K Ferguson

of the city within the field of business enterprise, he has also been a good citizen in all that the term implies and the large influence which he has wielded has always been used to better social and moral conditions, to aid educational, religious and charitable movements and to forward the advancement of Christian civilization. His religious affiliations are with the Presbyterian Church, and he has long been prominent among the worthy laymen of that denomination in St. Louis. He is not only loyal but fervent in following his creed; yet he is a Christian in the broader, more liberal and grander sense, bearing generously with his brethren of other sects and giving respect to all sects as they pursue their own beliefs. His quiet, frequent charities, never interrupted in any phase of his long career, took the widest possible range, supplying want and suffering wherever found, regardless of creed, calling or nationality. While his business enterprises have benefited St. Louis in no small degree, he has contributed directly to the improvement of the city in various ways, notably in connection with the betterment of streets. In connection with other gentlemen he organized some years since an association which had for its object the improvement of the city streets. Through the efforts of this association the old brick sidewalks on many of the streets were taken up and granitoid sidewalks put in place of them, the change adding greatly to the attractiveness of the city. This movement inaugurated an era of improvements in this respect and similar sidewalks are now being constructed all over the city. Politically Mr. Ferguson has affiliated with the Democratic party, endorsing its principles and voting for its candidates, but taking no active part in political campaigns and always declining official preferment. He married Miss Carrie Sherer, daughter of Samuel B. Sherer, of Harrisburg, Pennsylvania, and three daughters have been born of this union, who were named, respectively, Carrie, Mamie and Sarah Ferguson. Two of these daughters, Carrie and Mamie Ferguson—the last named now the wife of A. C. Fowler—are still living in St. Louis. Sarah Ferguson, a charming woman, who became the wife of Thomas R. Collins, of St. Louis, died in 1895.

Ferries.—The situation of the trading post of St. Louis, with a wide and rapid river between it and the region east of it, where nearly the whole population of the continent dwelt, made the crossing of the Mississippi between it and the Illinois shore a matter of no little concern at a very early day in its history. Not at the beginning, however, for at the first the settlement had little to do with the country directly to the east. St. Louis was a French fur-trading post, and the country lying east of the Mississippi was British and foreign, and the people of the drowsy little post had all their commercial relations with the French city of New Orleans, in Lower Louisiana, and the French city of Montreal, in Canada, the one accessible down the Mississippi and the other by going up the river. Even as late as the close of the eighteenth century, thirty-six years after Laclede and the Chouteaus had established the post and were carrying on a prosperous trade in furs and peltries with the Indians, there was little communication with the American settlements in Kentucky, Tennessee and Western Pennsylvania, and there was no regular established method of crossing the river to the little post from the foreign Illinois shore. The occasional hunter on foot, or traveler on horseback, who appeared on the opposite side, would have to take his chances of hallooing and inducing some one in the settlement to set him across. Toward the close of the century there came to be some need for a reliable means of crossing. Communication between Cahokia, on the Illinois shore, and St. Louis was increasing; straggling hunters from Kentucky, who had heard of the abundance of game in Missouri, were coming in more frequently, and it was becoming a common thing for a traveler to arrive on the opposite bank and desire to cross. Captain James Piggott, a soldier of the Revolution, had settled on the Illinois shore opposite St. Louis, and built a fort for protection; and in 1797 he petitioned Governor Trudeau for permission to establish a ferry between the two shores. There was already some crossing in the way of regular ferrying between Cahokia and the opposite side of the river, which served the purposes of travel until the establishment of Piggott's ferry with the consent of Governor Trudeau. Captain Piggott kept up the business for several years, and at his death his widow rented the ferry, first, to Dr. Wallis, then to a Mr. Adams, and then again to John Campbell, who, in 1805, managed to secure a license for

a ferry in his own name. In 1813 Byrd and Charles Lockhart established a ferry. Two years afterward the majority of the Piggott heirs sold out to McKnight & Brady. In 1817 the business had increased so as to warrant two ferry boats between the two shores, one landing at the foot of Market Street, the other at the foot of Morgan. In 1820 Samuel Wiggins, who had become interested in the business, bought out two of the Piggott heirs. Up to this time the ferrying had been done by oars, and the rates were, for a single person, twenty-five cents; horses and cattle, fifty cents a head; vehicle, fifty cents; for lumber, twelve and a half cents per hundredweight. Sometimes a ferry boat was a plain, flat-bottomed craft, uncovered, and sometimes a keelboat propelled by four oars. John Day had run a boat propelled by a stern wheel, the power being a horse on a tread-mill. Day sold out to Wiggins, who also bought out others engaged in the business, and in 1828 introduced a steam ferry boat. St. Louis then had a population of 4,000, and the introduction of a steam ferry boat indicated that the tide of migration, which afterward assumed such large proportions, was already setting in from the region east of the river to Missouri. St. Louis was the central gateway through which the movement must pass, and for thirty years after 1828 there was in the spring, summer and fall an almost continuous line of white-covered movers' wagons crossing the river in ferry boats from the Illinois shore to St. Louis and passing through the city to the West. From 1824 to 1828 there were three boats engaged in making trips across the river, and in 1830 a fourth was added. In 1832 Andrew Christy became connected with the ferry. Up to this time the boats used in the work had been small, frail and of little power, and in the winter, when the river was full of heavy ice, they could make little headway against it—and, therefore, in 1839, an ice ferry boat of four hundred tons was put in the business which would make the crossing at all times, except when the river was frozen over. The business continued to grow enormously, outstripping the city itself in the rate of increase, because the ferry offered the only method of crossing the river. One railroad after another was built through Illinois to Bloody Island, and the business of the city with the East, North and South over these roads was multiplying at a great rate—and yet there was little substantial talk of a bridge across the river. The population of the city grew from 5,000 in 1830 to 16,469 in 1840, to 78,000 in 1850, and to 185,587 in 1860, and yet, through all these decades, the people were content with the ferry. Occasionally in the winter the river would be so filled with fields of heavy, slow-moving ice that the ferry boats could not make their crossings or make them with difficulty, and this temporary suspension of intercourse with all the country east of the river was severely felt, and provoked much animated talk in the newspapers, on 'Change and in other places of meeting, of the pressing need of a bridge that would make the city independent of ice. At times, too, the river would be frozen over so thick and firm that the whole transfer business would cross on the ice bridge thus formed—and this object lesson would further demonstrate the necessity of a bridge that would last not only a few weeks, but for all time. Still when the ice broke up and the ferry boats resumed their trips, the transit business would flow smoothly again and the bridge enterprise would be forgotten until the next winter. The ferry was always admirably and efficiently managed, and this was one reason for the long delay in building a bridge. In 1848 a steam ferry was established at Carondelet, and subsequently the Madison County Ferry, between North St. Louis and Venice, the St. Louis & Illinois Ferry, the Chouteau Avenue & Cerre Ferry, the Interstate Sand & Car Transfer Company, and the St. Clair County Ferry were brought into the business. It might be supposed that the opening of the great Eads Bridge in 1874, followed by the Merchants' Bridge nearly twenty years later, would destroy the ferry business, or, at least, greatly impair it. But the reports of the traffic show that the ferries manage not only to live, but to thrive under the bridges, for their traffic has been largely increased since the bridges were built. In 1892, eighteen years after the great Eads Bridge was opened, the ferries carried 496,595 tons of freight across the river from west to east, and 2,056,435 tons of freight from east to west—total both ways, 2,553,030 tons. In 1885 they carried both ways 1,403,466 tons; in 1888 they carried 1,847,838 tons; in 1890 the business rose to 3,032,306 tons; in 1892 they carried 2,884,059 tons; in 1896 they carried 2,529,786 tons. Of course the two bridges do most of the business of transit

ferring freight and passengers across the river, and the railroad traffic is mainly adjusted to the bridges, but the records show that in 1882 the ferries did five-elevenths of the transfer business; in 1885 they did nearly one-third; in 1886 they did one-fourth; in 1888 they did over one-fourth; in 1890 they did two-fifths; in 1892 they did over one-third; and in 1896 they did nearly one-third. In 1897 there were four ferries in operation, the chief being the Wiggins Ferry, which traced a lineal descent from the original Piggott Ferry of 1797, and which had always done the greatest proportion of the traffic. Besides the Wiggins, there were the Carondelet Ferry, the Madison County Ferry, the Interstate Sand & Car Transfer Company, and the St. Clair Ferry Company. The ferry traffic is not limited to single passengers and vehicles, but extends to railway cars. The Wiggins Ferry has an admirable equipment for transferring these, possessing fourteen miles of railway on the two sides of the river, with terminal facilities, fourteen locomotives, three double-track and one single-track transfer boats, six steam ferry boats for passengers and vehicles, and one tug. In the year 1897 its boats made 62,000 trips back and forth across the river, carrying 673,275 passengers, 364,000 vehicles, 51,400 head of cattle, sheep and horses, and 123,011 railway cars. Some idea of the importance and value of the ferries to St. Louis may be formed when it is stated that the ferry boats carry across the river more than twice as much freight as all the regular steamboats carry to and from the city. In 1896 the receipts and shipments of freights of all kinds by boats amounted to 1,160,165, while the amount of freight carried across the river both ways by the ferry boats was 2,529,786 tons.

D. M. GRISSOM.

Ferriss, Franklin, lawyer and jurist, was born September 22, 1849, in Clinton County, New York, son of Charles and Mercy (Macomber) Ferriss. He was graduated from Cornell University, Ithaca, New York, in the class of 1873 and immediately afterward came to St. Louis, where he began the study of law. Entering the St. Louis Law School, he took the degree of bachelor of laws from that institution, in 1875, and then began the practice of his profession in this city. When Judge Fisher was elected to the circuit court bench he formed a partnership with Mr. Rowell, who had previously been for many years junior member of the firm of Fisher & Rowell. The new firm became Rowell & Ferriss and ably sustained the reputation which the old firm had established as one of the leading law firms of the West. Civil practice was the specialty of this firm, and in the conduct of corporation and commercial law cases it achieved marked distinction. As a practitioner Mr. Ferriss distinguished himself for his comprehensive knowledge of the law and precedents, his analytical powers and the facility with which he applied the law to practical business affairs. A student of the law, he has also been a student of commercial problems, and some years since, when the tariff law known as the "McKinley Law" went into effect, a large share of the legal business growing out of the application of this law to the collection of customs in St. Louis was intrusted to him as attorney for one of the large customs brokerage firms of this city. While still practicing law he also represented many defendants in a noted series of cases, known as "Railway Condemnation Suits," and was remarkably successful in the conduct of this litigation. Interested also in various business enterprises, he has been no less successful as a man of affairs than as a practicing lawyer. The first official position which he held in St. Louis was that of member of the city council, to which he was elected in 1893, accepting the office at a sacrifice of his personal interests and as a duty which he owed to the public. When the council of that year was organized he was elected vice-president, and throughout his term of service was recognized as one of the ablest and most efficient of the city legislators. His high character as a lawyer and a man, and his eminent fitness for the exercise of judicial functions, caused him to be nominated on the Republican ticket in the fall of 1898 for judge of the circuit court of St. Louis, and at the ensuing election he was chosen to that office. Taking his place on the circuit bench in January following, he has proven himself a worthy successor to the able men who have graced that judicial position in earlier years. Judge Ferriss married Miss Elizabeth H. Simon, daughter of H. T. Simon, long one of the honored merchants of St. Louis. Their children are Henry T., Margery and Hugh Ferriss.

Ferry Boat Capsized.—In November of 1816 the primitive ferry boat which plied between St. Louis and the opposite shore of the Mississippi River, was upset in the middle of the stream and five persons lost their lives as a result. The owner of the boat was a man named Dubay, and he and his two assistants were drowned. The others drowned were Ezekiel Woolfort, of St. Louis, and a gentleman named Stark, whose home was in Bourbon County, Kentucky.

Ferry, Peter, was born April 15, 1826, in the town of Enniskillen, County Fermanagh, Ireland, son of Robert and Jane (Hazard) Ferry. His father was a farmer by occupation, and the son was reared on the farm and educated in a plain, practical way. In his youth he served an apprenticeship of six years to the ironmakers' trade with the Beards, who were among the most famous ironmongers of Scotland. In 1849 he came to the United States, and first lived in Johnstown, Pennsylvania, where he worked for the firm of Morrell & Co., one of the large iron manufacturing concerns of the "Keystone State." In 1851 he went from there to Holidaysburg, Pennsylvania, to become superintendent of the Frenchtown furnace, which had previously been operated as a charcoal furnace, but which he converted into a coke-burning furnace for the reduction of iron ore, that being the first Pennsylvania furnace to successfully try the experiment of producing No. 1 iron with coke as a fuel. At a later date Mr. Ferry was instrumental in promoting the organization of the iron manufacturing firms of White & Co., and Lloyd & Co., both of which built coke furnaces, of which he became superintendent. In 1857, at the request of Messrs. Chouteau, Harrison & Valle, Mr. Ferry came to St. Louis to try the experiment of reducing the iron ores taken from their Iron Mountain mines with soft coal. Upon his arrival here he proceeded to convert a charcoal furnace, then being operated by this firm at Iron Mountain, Missouri, into a soft-coal burner, and the experiment proved successful. Colonel Lewis V. Bogy, Philip Kingsland and Mr. Ferry were soon afterward appointed a committee to examine the Big Muddy coal field, located at Grand Tower, and report to the firm of Chouteau, Harrison & Valle and other capitalists the result of their observations, and their opinions as to the practicability of using this coal for the reduction of iron ore. Their report being favorable to the project, they next acted as a committee to select sites for two blast furnaces in close proximity to the coal fields, but the financial panic of 1857, and after that the Civil War, prevented the consummation of the enterprise in accordance with their recommendations. In 1861 Mr. Ferry started to investigate the mineral resources of Pike's Peak, Colorado, accompanied by an extensive wagon train, which carried his supplies and equipment for the expedition. Hailing from Missouri, and sympathizing with the South in the war which had then begun, he had the misfortune to be captured by a Federal military force near Fort Wise. Undaunted by this catastrophe, he continued his journey to the mountains on foot, and when he reached Colorado worked for a time in placer mines at $2.50 a day. Later he went to what afterward became Leadville, leaving there in 1862 to go to the Salmon River "placer diggings." While en route to that place gold was discovered at Alder Gulch, now known as Virginia City, and he stopped at that place a year. From there he went, in 1863, to British Columbia, returned in 1864 to Deer Lodge, Montana, and after engaging in mining there two years, went back to Holidaysburg, Pennsylvania. He was married at Holidaysburg, and then went to Latonia, Ohio, where he was employed as superintendent of what was known as the Grafton Furnaces. Meantime the project with which he had last been identified in St. Louis had been revived, and in 1869 the Kingsland Furnaces were located and built at Carondelet. The operation of the furnaces not being entirely satisfactory, Mr. Ferry was brought back here to take charge of them in 1871, but a disagreement between him and the general manager of the Kingsland Company taking place almost immediately, he resigned the superintendency and became superintendent of the Missouri & South St. Louis Blast Furnaces, also located at Carondelet. During the year following the Kingsland Furnaces chilled, the manager was discharged in consequence, and Mr. Ferry was solicited by the proprietors, Messrs. Chouteau, Harrison & Valle, to accept the superintendency of these furnaces, they allowing him to retain, at the same time, the superintendency of the Missouri & South St. Louis Blast Furnaces. The operation of the Kingsland Furnace during the

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year following, under his direction, proved immensely profitable, and at the end of that time a flattering offer induced him to resign the superintendency of the Missouri & South St. Louis plant and devote his entire time to the management of the Kingsland Furnaces. The name of this plant was changed to the Vulcan Iron Works, and Mr. Ferry continued to be connected with it for nine years, superintending the construction of Vulcan Furnace No. 3, which, on a producing test, was proven the best furnace of its kind in the United States. In 1875 he superintended the construction of the Jupiter Iron Furnace, and from 1882 to 1890 traveled through the States of Alabama, Georgia and Tennessee, putting in successful operation furnaces at Oxmoor and in Schloss County, Alabama; two furnaces in Georgia, and three in Tennessee. As a practical iron manufacturer he has demonstrated that he has no superior in the United States, and as a result of his long experience and many years of labor in this field of enterprise, he retired from business in 1890, with a comfortable fortune. December 25, 1857, he married Miss Mary A. McGuire, of Holidaysburg, Pennsylvania. Their living children are Annie—wife of Robert Ferry, of Grand Rapids, Michigan; Catharine Ferry, Thomas F. Ferry and Joseph Ferry, the three last named of whom live in St. Louis.

Ferry Traffic.—In the year 1896 the Wiggins Ferry carried across the river, from west to east, 827,208 tons of freight; and from east to west, 1,216,212 tons—both ways, 2,043,420 tons. The Carondelet Ferry carried from west to east 144,100 tons, and from east to west 228,508 tons—both ways, 372,608 tons. The Madison County Ferry carried from west to east 41,800 tons, and from east to west 44,000 tons—both ways, 85,100 tons. The Interstate Sand & Car Transfer Company carried from west to east 374 tons, and from east to west 9,584 tons—both ways, 9,958 tons. The St. Clair Ferry carried from east to west 18,000 tons. This makes a total of 2,529,086 tons carried both ways across the river by ferry at St. Louis in 1896.

Feuerbacher, Max, manufacturer, was born in the city of Muehlhausen, Germany, June 30, 1835, and died in that city May 16, 1884. His parents were John and Doretta (Dengfeld) Feuerbacher, and his father, who was a brewer by occupation, was a prosperous man of affairs and a worthy citizen. After receiving a good education in the schools of his native town, Max Feuerbacher served an apprenticeship to the brewer's trade under his father's guidance and direction. In 1852 he came as a youth to this country, and coming at once to St. Louis, first found employment in this city at Uhrig's Brewery, which was numbered among the pioneer institutions of its kind in a city which has since become famous for its beer products. At a later date he was employed at the Philadelphia Brewery, on Morgan Street, of which he was for a time foreman. In 1857 he became interested in the manufacture of beer as a partner in the firm of Joseph Schnaider & Co., and in 1865 they built what became known as the "Green Tree Brewery," located at the corner of Ninth and Sidney Streets. In 1867 Mr. Feuerbacher purchased Mr. Schnaider's interest in this establishment, and soon afterward Louis Schlossstein became associated with him in the conduct of this business, the firm name being changed to Feuerbacher & Schlossstein. At a later date their enterprise, which had grown to large proportions, was incorporated under the name of the Green Tree Brewing Company, with Mr. Feuerbacher as president of the corporation. Having accumulated a large fortune by his manufacturing operations, and being warned by failing health that he must relieve himself of business cares and seek rest and recreation, he returned to Germany in 1884, accompanied by his widowed sister, Mrs. Barbara Feustel. Arrived in his native city, he revisited the old homestead, and there in the house in which he was born, he died ten days later. His remains were afterward brought to St. Louis, and now rest in St. Matthew's Cemetery, in the city which was the scene of his triumphs and successes as a business man. The interest of his estate in the Green Tree Brewery was later sold for a large sum of money to the combination of English capitalists which became known as the St. Louis Brewing Association. Mr. Feuerbacher was one of the Germans of St. Louis who distinguished themselves for their loyalty to the Union during the Civil War, and served as a member of the Home Guards organized for the protection of the city. In politics he was a Republican, and he was a member of the Protestant Evangelical Church. He was a member also of St. Louis Com-

mandery of Knights Templar, and of the Turners', Liederkranz, and Arion Societies. He is survived by his widow—who was Miss Minnie Wallinbrock before her marriage to Mr. Feuerbacher, in 1875—and four children, named respectively, Lydia, Max, Arthur and Walter Feuerbacher.

Field, Kate.—Kate Field was born in St. Louis in 1840. She was the daughter of Joseph M. Field, one of the most versatile men who has ever lived in St. Louis—he was an actor, a dramatic critic, an editor, a theatrical manager, and a humorous writer. He was born in England and emigrated to the United States early in life. His daughter, Kate, was educated principally in Massachusetts, and at sixteen was sent to Europe to complete her education by travel. While traveling in Sicily she was captured and held by brigands until her family paid a large sum of money for her ransom. In Europe she studied for the operatic stage, but the loss of her voice prevented her following her favorite career. In 1874 she appeared at Booth's Theater, New York, in "Peg Woffington," but signally failed.

She was gifted in many other ways—she spoke several languages, was a musician, a clever writer, a pleasant lecturer, and a bright woman socially. She was, beyond doubt, the foremost woman journalist the United States has as yet produced. She first attracted public attention as a newspaper correspondent by the analytical and aggressive tone of her letters to the "New York Tribune," the "Philadelphia Press," the "Chicago Tribune" and other papers. In the early sixties she was writing editorials for the "New York Herald" at the then phenomenal salary of $5,000 a year. In 1890 she began the publication of "Kate Field's Washington," a critical, semi-literary, semi-local weekly which obtained a national reputation, but was not a financial success. It was discontinued in 1895.

In 1882 she engaged in a commerical enterprise known as the Co-operative Dress Association which began very auspiciously but ended in a total bankruptcy which ever afterward embarrassed Miss Field financially.

An intimate acquaintance, Miss Jeannette L. Gilder, writes of her (*vide* the "Critic" of June 6, 1896): "She was a woman who had her enemies . . . her enemies were those who did not understand her; those who did understand her were her friends. She was peculiar because it is peculiar to be plain-spoken; but she was one of the kindest-hearted women that I ever knew." She had very abrupt ways at times, however, which savored of anything but kindness. "She was a curious admixture of sentiment and assurance," writes Lawrence Hutton, the Harper critic (in the "Bookman" for August, 1896). "She was an indefatigable worker, quick and ready with her pen and her tongue. . . . She was the soul of honesty and honor." Even her authoritative tone and her intense prejudices are cheerfully forgiven her when we consider the loneliness and bitterness of her life—which was, at best, only the continuous struggle of one brave, energetic and heroic woman against the whole world.

Miss Field contributed largely to the leading Eastern magazines. Her published books were: "Planchette's Diary," "Adelaide Ristori," and "Mad on Purpose, a Comedy," all in 1868; "Pen Photographs of Charles Dickens' Readings" (about 1869); "Hap-Hazard" (1873); "Ten Days in Spain" (1875); "The History of Bell's Telephone" (1878), and a book on Walter Savage Landor. She died in Honolulu, on May 19, 1896, and was buried there. The desire of her friends to have her body removed to the United States seems to have been abandoned since the Sandwich Islands have become American soil.

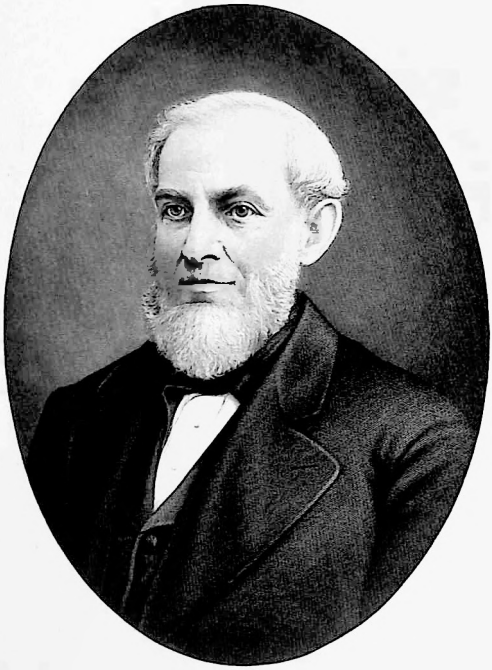
ALEXANDER N. DE MENIL.

Field, Roswell M.—It is always interesting to know something of the ancestry of men who become eminent in any line of labor. We all know that physical, intellectual and moral qualities and temperaments are more or less inherited, and that inherited traits more frequently determine character than environments or surroundings. This principle is well illustrated in the family of Mr. Field. His father, Martin Field, was born in Massachusetts, in 1773, graduated from William's College, studied law and settled in Newfane, Vermont, where he married Esther Smith Kellogg, a woman of marked ability and noble character. Martin Field was a prominent and successful lawyer, of ready wit and humor, and a persuasive advocate. His acquirements and learning, outside of his profession, were varied and of a high order. In his later life he became proficient in the sciences, especially in mineralogy, geology and chemistry.

Of these parents Roswell M. Field was born, at Newfane, Vermont, February 22, 1807. Having fitted for college under the tutelage of Rev. Luke Whitcomb, of Townshend, Vermont, he, with an elder brother, entered Middlebury College in the fall of 1818, and he graduated at the age of fifteen years, studied law and was admitted to practice at the age of eighteen, and practiced in his native County of Windham until his settlement in St. Louis in 1839. While still in Vermont he twice represented his native town in the General Assembly of his native State, and made an able report to the Legislature in favor of abrogating the rule of the common law which excluded atheists from testifying in courts of justice. His recommendation was not adopted at the time, but was enacted into a law in 1854. For a few years after his settlement in St. Louis he was a partner of Miron Leslie, also from Vermont and a man of great natural ability and thoroughly read in his profession. On the dissolution of the firm of Leslie & Field, Mr. Field practiced alone until his death in 1869. When he became a resident of St. Louis the city had an exceptionally able bar. Among the older lawyers then in full practice were Henry S. Geyer, subsequently successor of Thomas H. Benton in the United States Senate; Edward Bates, a prominent candidate for the presidency in the Convention of 1860, and Attorney-General during Mr. Lincoln's first term; Hamilton R. Gamble, afterward on the Supreme bench of the State, and Provisional Governor of Missouri during the Civil War; Josiah Spalding, Beverley Allen, John F. Darby, and others; and among the younger members were Lewis V. Bogy, subsequently a United States Senator; Wilson Primm, later judge of the St. Louis Criminal Court; Alexander Hamilton, judge of the St. Louis Circuit Court; Montgomery Blair, United States District Attorney, judge of the St. Louis Court of Common Pleas, and a member of Mr. Lincoln's Cabinet; Nathaniel Holmes, judge of the State Supreme Court; Joseph B. Crockett, afterward judge of the Supreme Court of California; John M. Krum, subsequently judge of the circuit court; Albert Todd, Thomas T. Gantt, United States district attorney, and others eminent in their profession. To none of these was he second; but, on the contrary, he was justly considered as standing in the front rank of the bar of the city and State. At the time Mr. Field came to St. Louis there was much litigation growing out of the acts of Congress in relation to Spanish and French titles to lands, and Mr. Field made a special study of these grants and the acts of Congress in regard to them, and the better to understand them he studied the French and Spanish languages, so as to read in the original the grants and laws governing them. He was already a fine classical scholar, and he acquired also the German language. He was for some time the attorney of the School Board, in whose charge were liberal donations of land, made by Congress for the support of schools in the city, and was instrumental in recovering for their benefit many of the donations so given. He brought and tried in the United States Circuit Court the celebrated Dred Scott case, which, on appeal to the United States Supreme Court, he turned over to Montgomery Blair, then residing in Washington. During the Civil War he was a staunch supporter of the Union and co-operated with Generals Lyon and Blair and others, and was largely instrumental in retaining the State of Missouri in allegiance to the government. He was, in 1865, offered by the then Governor a commission as judge of the Supreme Court, but declined the position, which he would have adorned and dignified, preferring the quiet of private life. He was a splendid specimen of physical manhood, being over six feet tall, well proportioned, and of dignified and imposing presence. In his social relations he was genial and entertaining, unsurpassed in conversational powers, delighting in witty and humorous remarks, was elegant in his manners, affable and refined in his deportment, and to his other accomplishments added that of the skillful musician. Upon the death of Mr. Field in 1869 the members of the St. Louis bar passed resolutions embodying their views of his life, character and services, which were presented to the Supreme Court of the State, to which Chief Justice Wagner responded as follows: "The members of this court have heard with the deepest regret of the death of R. M. Field, and the warm and deserved tribute which has just been paid to his memory receives an assenting response from the hearts of all who knew him. In the decease of our lamented friend and brother the bar of Missouri has lost one of its brightest ornaments. To a naturally keen, vigorous and analytical mind he added a thorough mastery of legal principles, combined with high

scholarly attainments. Perhaps no man at the bar of this State ever brought to the consideration of any question a greater amount of exact legal learning, or clothed it with a more impressive and attractive logic. When he gave the great energies and powers of his mind to a cause he exhausted all the learning to be had on the subject. He studied law as a science, and delighted to examine its harmonious structure and explore its philosophic principles. So deeply was he imbued with its true spirit, and so great was his reverence for its excellence, that he maintained them with the most jealous regard, and would sooner have failed in success than have won a case by trenching upon a sound legal rule. He made no parade of learning, and in his social intercourse he had a childlike simplicity. With his professional brethren he was full of courtesy and kindness, and his whole conduct was marked by entire integrity and perfect truth. He adorned every circle in which he moved, and so beautiful was his life in all its relations that he won and enjoyed the esteem and regard of all who knew him."

In 1848 Mr. Field married Miss Frances Reed, a native of Vermont, and a young lady of lovely disposition, character and manners. There were born to them two sons, who grew to manhood. The elder of these sons, EUGENE FIELD, poet and journalist, was born in St. Louis, September 3, 1850, and died in Chicago, Illinois, November 4, 1895. On the death of their mother in 1856 the two sons were sent by their father to Amherst, Massachusetts, to be cared for and brought up by their cousin, Miss Mary Field French. Living thus in New England until the age of nineteen, Eugene imbibed New England ideas and tastes which left lasting impressions upon his life and character that cropped out in and colored his subsequent writings. He first entered Williams College, Massachusetts, but on the death of his father in 1869 he was placed under the guardianship of Professor John W. Burgess, of Amherst College, who had married his cousin, Miss Jones. Soon afterward Professor Burgess accepted a professorship in Knox College, at Galesburg, Illinois, and took Eugene with him and placed him in that college. His younger brother, Roswell M. Field, Jr., had been placed by his father in his lifetime in the Missouri State University, at Columbia, Missouri, and Eugene, being under no special restraint, joined his brother at the University and there remained until, on coming of age, he left without graduating and spent a year in traveling in Europe. Upon his return he began his career as a journalist, first in St. Louis, then in St. Joseph, Missouri; afterward was for a time on the Kansas City "Times," and then took a position on the Denver "Tribune," Colorado. There he came in contact with the mining element of the Rocky Mountains, whose peculiarities he has graphically painted in several of his poems, notably in "Casey's Table d'Hote" and "The Conversazhyony." He afterward removed to Chicago and entered the services of the Chicago "News" and "Record," where he was employed until his death. On those papers he filled from one to two columns daily, under the heading of "Flats and Sharps," and acquired much prominence as a writer of humorous and witty paragraphs, many of which were largely copied in newspapers throughout the country. About 1889 he published two volumes, one entitled "A Little Book of Western Verse," and the other "A Little Book of Profitable Tales," which were received with great favor by the public, and at once gave him a national reputation. A second book of verse was published in 1892, with a beautiful dedication to his wife. This was followed by "The Holy Cross, and Other Tales." In 1893 the two brothers published as their joint work, translations from the "Odes of Horace," entitled "Echoes from the Sabine Farm." In this work Eugene took special pride, for the reason that his father was a great admirer of the Latin poet, and Eugene imagined that his father, could he have known of their study of the writings of Horace, would have been pleased and complimented thereby. "Love Songs of Childhood" was published in 1894. After his death were published "The House" and "The Love Affairs of a Bibliomaniac." His entire works have been published in ten volumes by Charles Scribner's Sons, and have had a large sale, and have taken a strong hold upon the public mind, and are admired by all classes of readers—the highly cultivated as well as the common people, and especially the young. His portrayal of the feelings and sports of childhood has touched the juvenile heart and made him the idol of the children. He has been appropriately styled the "Poet Laureate of Children." His humor, pathos, tenderness and love of child life have made him the fav-



G. F. Filley

ite not only of children, but of adults as well. Many of his songs have been set to music and become popular, enjoying a large sale. His early death at the age of forty-five called forth from the press of the country expressions of sorrow for his loss, and affection and love for him personally, such as few men have received. His writings exalt and honor the innocence and virtues of childhood and the home, beget a reverence for the purity and loveliness of womanhood and motherhood, and inspire a love for the unselfish and religious feelings of our human nature. ROSWELL M. FIELD, JR., the second son of Roswell M. and Frances (Reed) Field, like his brother, Eugene, entered the field of journalism, and has done excellent work on the Kansas City "Times," then on the "Star" of Kansas City, and on the New York "World," and is now engaged on the Chicago "Evening Post." He is a strong and forceful writer, and has a thorough command of the English language. In addition to joining his brother in poetical translations of the "Odes of Horace," in the work entitled "Echoes from the Sabine Farm," he has published a volume of sketches and tales illustrative of Kansas life, entitled "In the Sunflower Land." This work exhibits a literary taste and a command of the English language of a high order, and gives promise of further authorship, in which, it is understood, he is now engaged.

Filley, Chauncy Ives, distinguished as a politician, was born in Lansingburg, New York, in 1829. He received an academic education and then attended a law school in Saratoga County, New York, for two years. In 1850 he came to St. Louis and first clerked in the glassware and chinaware store of E. A. & S. R. Filley, who were his near relatives. He became a partner in this firm in 1855 and was identified with it until 1858. Later he was engaged in the earthenware trade until 1873. His political antecedents were Democratic, but notwithstanding this fact, his first vote in St. Louis was cast for a Whig candidate for mayor of this city. During the Civil War he was an ardent Unionist, and in 1863 he was nominated by what was known as the Republican-Emancipation Convention for mayor of St. Louis. He was elected and served as mayor until 1864. From that time forward he was recognized as one of the leaders of the Republican party in Missouri. He attended the National Republican Convention which nominated Abraham Lincoln for the presidency, in 1860, and was a delegate to the convention which renominated Lincoln at Baltimore in 1864. In 1868 he was an elector on the Grant presidential ticket, and thereafter sat as a delegate in every Republican National Convention, up to and including that of 1892. He first became a member of the Missouri State Republican Central Committee in 1868, and was made chairman of that committee in 1876. In 1872 he was the chief organizer of the Republican party in Missouri, and in 1880 again became chairman of the State committee. He held that position thereafter almost continuously until 1898. He was also Missouri's representative on the National Republican Committee from 1876 until 1892. He was appointed postmaster of St. Louis in 1873 and filled that office until 1878.

Filley, Giles F., manufacturer, was born in Simsbury, now Bloomfield, Connecticut, February 15, 1815, son of Oliver and Annis (Humphrey) Filley. His father was both manufacturer and farmer and belonged to a family whose existence in New England dated back to the landing of the "Mayflower." Settling first at Plymouth, these earliest representatives of the Filley family were later among the colonists who founded the town of Windsor, Connecticut, and their descendants have been numerous in that State. Giles F. Filley was reared on a farm and educated in part in the common schools of Connecticut, finishing his course of study at Wilbraham Academy, of Wilbraham, Massachusetts. He came to St. Louis in 1834, when he was nineteen years of age, to enter the employ of his brother, Oliver D. Filley, who had become a resident of this city in 1829. Under his brother's supervision he learned the tinner's trade, and later became a partner with him in the business of manufacturing tinware, which he continued until 1841. He then transferred his interest in this business to his brother, Oliver Dwight Filley, and from that time until 1849 was engaged in the crockery trade, operating successfully in both these fields of enterprise and having accumulated considerable capital, when he established the business with which his name has since been so prominently identified. Early in his business career in St. Louis he demonstrated the fact that

he had a constructive genius and both the disposition and the ability to develop new industries and create new lines of trade. The abundance of potter's clay in Missouri early attracted his attention, and, believing that the manufacture of earthenware of a high grade might be profitably inaugurated in St. Louis, he went to England in 1844, carefully investigated different processes of manufacturing such wares and, when he returned, brought with him a number of skilled workmen, who established, under his direction, a pottery plant in St. Louis. This enterprise never passed beyond the experimental stage, for the reason that the English potters soon became dissatisfied and drifted away from St. Louis, although it was demonstrated that stone china of a superior character could be made from the Missouri clay. In 1849 Mr. Filley sold out his crockery business and established what was long known as the Excelsior Stove Works, for the manufacture of stoves and all the appurtenances thereto. Starting with a comparatively small plant, which employed at first about twenty-five moulders and twenty men in other departments, these works were expanded from time to time until several hundred men were employed regularly and two whole blocks of ground were occupied by the foundry and machine shops. The business was incorporated in 1865, under the name of the Excelsior Manufacturing Company, a name which became known throughout the United States and under which the works continued to be operated until 1895, when it was succeeded by the Charter Oak Range & Iron Company, still in existence. The adoption of this new name, which followed a re-organization of the business consequent upon Mr. Filley's retirement on account of age, was prompted by the wide-spread fame attained by one of its products, the "Charter Oak" cooking stove, invented by Mr. Filley in 1851. In almost every household in the land this name is familiar, and the adoption of the name by the corporation engaged in the manufacture of so famous a product was peculiarly appropriate. While engaged in the building up of a great manufacturing enterprise, Mr. Filley also contributed in many other ways to the progress and prosperity of St. Louis, and to the development of the resources of his adopted city and State. He furnished the stone for the great Eads Bridge, and was one of the builders of the Kansas Pacific Railroad, pushing that work to completion in connection with his associates in the face of great difficulties. In all things he was a moving, active force in St. Louis for more than fifty years, and few citizens of this city can cherish in old age the remembrance of so much accomplished. Whatever has been of interest to any considerable portion of the St. Louis public has been of interest to him, and his great influence has always been exerted in behalf of every movement designed to promote the public welfare. Although he has been entirely without political ambition, he has always been known as a man of earnest and sincere convictions, and these convictions have found forceful expression in numerous ways and on many occasions. The kindly instincts of his heart, as well as his education and environments in youth, made him the uncompromising opponent of human slavery, and he was one of the organizers of the "Free Soil" or Liberty party in Missouri in 1848. At that time he assisted in establishing a newspaper organ of the "Free Soil" party in St. Louis, and in later years was one of the founders also of the "Union" newspaper, the staunch champion of President Lincoln's administration during the Civil War. The "Union" was succeeded by the "Dispatch," in which Mr. Filley was also a stockholder, and this paper was in turn succeeded by the present "Post-Dispatch." He was intimately associated with Honorable Frank P. Blair and other distinguished Missourians in the effort to build up a "Free Soil" party in this State and cast one of the four electoral votes given by Missouri for John C. Fremont, as a candidate for President of the United States. During the Civil War he was one of the most ardent Unionists in St. Louis, and one of the ablest and most influential supporters of the efforts of the national administration to suppress the secession movement. He armed a company of his employes to assist General Lyon in the defense of the United States Arsenal, these troops being among the first in the whole country to be thus armed and equipped for the defense of the Union. Since the war ended and the great issues which it involved have been forever settled, he has been independent in his political action, as becomes a man whose convictions are too strong to permit of his being hand-cuffed to any political organization. In his business career Mr. Filley has had his share of adversity, but such

reverses have only served to bring out in bold relief his indomitable will power and rugged honesty. During the years between 1864 and 1867 he became a heavy endorser for a friend engaged in large business transactions in St. Louis, and when this friend finally became bankrupt. Mr. Filley's obligations on his account approximated one million dollars. In this emergency he asked only that the creditors of the bankrupt should give him reasonable time to meet the obligations on his account, and ultimately discharged this indebtedness to the last dollar, paying in principal and interest one million three hundred thousand dollars. This incident typifies the character of the man, and a more enviable record for strict business rectitude and a conscientious regard for every obligation which he took upon himself has never been made by a citizen of St. Louis. Mr. Filley married, at Hartford, Connecticut, in 1844, Miss Maria M. Farrington, also of New England parentage, and nine sons were born of their union, six of whom were living in 1897, Frank D. Filley, Charles H. Filley, Robert E. Filley, Christopher G. Filley and Victor G. Filley.

Filley, Oliver Dwight, was born in Bloomfield, Connecticut, May 23, 1806, and died in St. Louis, August 21, 1881. His father, was a tinner, and he was reared to that trade. In 1833 he came to St. Louis and pursued his vocation until the following year, when his brother, Giles F. Filley, came to St. Louis also, and the two went into partnership in the stove manufacturing and tinware business, in which both became successful and wealthy. He was the eldest of the Filley family in St. Louis, and was recognized as its representative head. During his active life he was a citizen of great influence, and his counsel was constantly sought on public matters, municipal affairs, and questions of business, and he was held in the highest esteem. He was for a time director in the Bank of the State of Missouri, and resolutely opposed the policy of recognizing and dealing in the doubtful currency that prevailed in the West prior to 1857. He was a personal and political friend of Thomas H. Benton, and on the occasions of the distinguished statesman's return to St. Louis from Washington, he was accustomed to call at Mr. Filley's business office, on Main Street, and give him his first greeting. Mr. Filley was an equally sturdy friend and supporter of General Frank P. Blair. In 1858 he was chosen mayor, and gave an administration marked by probity and great municipal prosperity. At the beginning of the Civil War he was conspicuous for his zealous Unionism, supporting the cause with his counsel and his purse at a time when it was in need of both. He was as generous and fair as he was zealous and devoted, and his thorough Unionism did not prevent him from condemning the assessment of Southern sympathizers during the war. He was married to Chloe Varina Brown at Bloomfield, Connecticut, in 1835, and at his death left six children, two sons, Oliver Filley and John D. Filley, and four daughters, Mrs. Ellen Richards, Mrs. Maria Jeannette Davis, wife of John T. Davis; Mrs. Alice Moore, and Mrs. Jennie Morton, wife of Isaac Morton.

Financial Crises.—One of the weaknesses of the vast system of buying, selling, distributing and delivering which goes by the name of commerce, and takes up so large a share of the civilized world's time, energy and attention, is the abrupt and disastrous general disturbances it is subject to. These disturbances are all the more calamitous because they are interruptions of a system, complex, sensitive and responsive, in which order—monotonous, unvarying and uniform order—is an absolute prerequisite. When it works smoothly, all is well; the enormous internal traffic of the country moves by the day and hour, and almost by the minute, in harmony and with precision, and the numbers, amounts, qualities and proportions, in which it expresses itself at the important points of conveyance and departure, are exactly noted to serve as a basis for the next day's or the next hour's estimates and transactions. The volume and value of the internal commerce of the United States have been variously estimated, and some of the results are expressed in figures so great as to be confusing; but it may be grasped when it is stated that its daily movement involves 1,370,000 persons traveling, and 2,000,000 tons of freight carried by rail, with 170,000 telegraph messages and 3,840,000 telephone calls, and that the clearing house exchanges representing the transactions effected by checks and drafts, which pass through banks in the cities, amount to $186,000,000 a day. When crops are good and prices of farm produce good, manufacturing

and mining industries prosperous, with increasing consumption, and that general confidence prevailing which supplements the supply of actual money with easy and ample credits, this vast movement goes on with the cheerful humdrum of the well-adjusted machinery of a mill or factory. It will continue to move on with undisturbed regularity, sometimes even when something is at fault and there is danger ahead—for business is so averse to interruptions, and so helpless to extricate itself from the very complications of expanded credit which it invites, that there is no escaping the crash except by the very methods that usually precipitate it—limitation of transactions and curtailment of credit. If all business were conducted with cash payments financial crises and panics would be impossible, for there would be no transactions to go over from one day to another, and no uncertainties. But the vast system of domestic and international commerce of this age is, and has to be conducted largely on credit. The $1,140,000,000 paper money in circulation in the country, and the $186,000,000 in checks and drafts that pass through the clearing houses every day, are credits devised to economize the use of real money, and they answer the purpose of business not only as well as real money, but even better, in those periods of ease and prosperity when general confidence prevails. But confidence lies at the base of the system, and when that is affected, a shock of alarm passes through the whole. It is one of the effects of conventional, or credit money, to stimulate speculation and encourage the buying of property, and thereby to increase prices—and when this process has reached a point at which difficulty in meeting engagements is encountered, a premonitory failure here and there gives a warning of trouble, and the banks begin to contract their loans; distrust takes the place of confidence, and in the general effort to escape or prepare for the impending crisis it is precipitated with a force proportioned to the extent to which the credit system has been unwisely expanded. Not unfrequently the collapse is occasioned by the discovery of peculations or embezzlements in a bank or some other trusted corporation—or it may be precipitated by one of those wild panics so easily started in a strained and excited condition of the public mind. A panic does not always indicate a condition of business ripe for collapse. It may be unreasonable, like the sudden fear that moves a popular assemblage, and sometimes affects even an army—and it may be effectually quieted by the prompt, resolute action of banks or individuals. The South Sea Scheme, or Bubble, as it was called in England, had its origin in 1711 in the proposition of Lord Harley, Earl of Oxford, Lord Treasurer of England to fund a floating debt of £10,000,000, the interest on which, about £600,000 a year, was to be secured by permanent duties on wines, wrought silk and tobacco. Purchasers of these funds were admitted to the privilege of being shareholders in the South Sea Company, a corporation which would have a monopoly of trade with the Spanish provinces of South America, whose yield of gold and silver was exciting the cupidity of the world. The first backset to the scheme was the refusal of Spain to open her South American trade to the English, as had been expected; but, in spite of this, the corporation which contained many men of wealth, continued to flourish or to maintain a show of success as a monetary institution, by concealing its misfortunes and circulating false reports of valuable concessions. Its credit was established, and its hold on the public confidence was almost absolute—and matters went on well until 1718, when the directors resolved to imitate Law's Mississippi scheme in France, then in the full tide of successful experiment. They proposed to take charge of the national debt—£31,000,000—and pay it off, and so complete was their ascendancy that Parliament accepted the proposition by large majorities in both houses. Then speculation rose to frenzy, and the entire nation plunged into it, nearly all the government annuitants converting their holdings into the more popular shares of the scheme, which rose rapidly from 300 to 1,000. In the midst of the excitement in England came the ignominious collapse of Law's Mississippi scheme in France, but so accustomed are the English people to hold themselves above not being affected by the caprices of excitable Frenchmen, and so unbounded was their confidence in their own scheme, that the catastrophe in France gave no warning across the channel. But the delusion was too intense and absurd to last, and when, in August, 1720, four months after the collapse of Law's scheme, it was discovered that Sir John Blunt, chairman of the company, and others familiar with its conditions, had drawn out, the shares

began to decline, going down rapidly until in December the company stopped payment, and the crash came. A great many persons of fortune were beggared, and it was many years before the effects of the disaster entirely disappeared. Laws Mississippi scheme was started in France, in 1717, six years after the beginning of the South Sea Bubble in England, but it reached its crisis sooner, and was the first to collapse. It was organized by John Law, a native of Scotland, with the object of developing and dealing with the resources of Louisiana Territory, and the country on the Lower Mississippi, supposed to be rich in gold and silver deposits. The corporation was organized in August, 1717, was called the Company of the West, with a capital of 200,000 shares of 500 livres each, and it was given the exclusive privilege of trading with the Mississippi country, farming the taxes and coining money. Great expectations of profits to come were raised, and from the beginning the shares were eagerly sought, and, when, two years later, the company's privileges were extended so as to include a monopoly of trading with China, the East Indies, the South Seas and all the possessions of the French East India Company, a mania seized the people, and the demand for shares grew into a wild, uncontrollable movement, which the company had difficulty in meeting. The better classes were most affected, and the number of applicants rose to 300,000. The corporation, now known as the Company of the Indies, made an additional issue of 50,000 shares, which rose to an enormous price, under Director-General Laws promise of annual dividends of 200 livres a share. Law's house, with the street in front of it, was crowded daily with applicants of both sexes and all ranks, so eager for the privilege of purchasing even single shares, that they would wait for hours to secure an interview with the mighty magnate who possessed the power of making them all rich. The wild speculation had the effect of stimulating trade in Paris; every department of business showed the effect of the factitious excitement; the prices of all kinds of manufactures were quadrupled, and still the demand could not be supplied. The population of the city was largely increased by the throngs of people who came in, content to find shelter in garrets, kitchens and stables, while waiting to secure a few of the coveted shares, or to partake of the sudden prosperity of the French capital. But one of the accompaniments of the speculation was an increase in the paper circulation of the National Bank, and this had caused the cooler heads to grow suspicious. They began to sell their shares at the exorbitant prices that prevailed, convert their money into gold, and send it to England and Belgium. A scarcity of gold followed, and was severely felt. There was a run on the National Bank, accompanied by a rapid decline in the price of the company of the Indies stock. The trouble was met and partly relieved by an amalgamation of the National Bank and the Company of the Indies, and severe punishments inflicted upon those who had sent gold out of the country; but the speculation in the unsubstantial enterprise had run its course, and when, in July, 1720, the National Bank stopped payment, the whole aerial structure tumbled to ruins. Law was compelled to flee the country to escape the vengeance of the thousands who had been reduced to poverty by his scheme.

The panic of "Black Friday," the sharpest and most exciting affair of the kind that had ever before taken place in this country, was not a commercial or financial crisis in the usual meaning of the terms, but the product of a cold-blooded, artificial and daring attempt to corner the gold market by a small clique of persons, the chief of whom was Jay Gould, who afterwards became eminent as a railroad owner and the most successful operator in stocks, money and railroad properties, known in New York in his day. It was in 1869, when the government and the banks of the country were still in suspension, and the only money in common use was paper. The considerable amounts of gold that the government required for the payment of interest on its bonds were obtained through the custom house, all duties on imports being exacted in gold. As these duties yielded about $200,000,000 a year, the government always had a supply of gold on hand, and it was accustomed to sell it to the highest bidder, and thus return it to the importers and others who needed it. In short, during the war gold had ceased to be a stable money, with a fixed value, and become a commodity whose market price varied from day to day, and even from hour to hour, according to the progress of campaigns, the result of battles, and the action of Congress, and it continued to be a commodity after the war, nearly up to the time of specie payment resumption, in

1879. At one time during the war it reached the price of 285, making one dollar in gold worth $2.85 in current paper money; and as the fluctuations in price were constant and frequently violent, gold became the favorite subject of gambling. One of the strongest houses on Wall Street, New York, was Smith, Gould Martin & Co., and it was the second member of this firm who was credited with the organization and management of the scheme to corner the market by buying the limited amount of gold in New York, outside the sub-Treasury vaults—estimated at about $15,000,000—and sell it to importers on the conspirators' terms. The successful working of the scheme required that the government's weekly sales of gold should be suspended, and this was arranged after much trouble, and many interviews, by bringing President Grant and Mr. Boutwell, Secretary of the Treasury, to believe that a steady advance in the price of gold would stimulate the movement of the crops to market, increase prices, and promote the general prosperity. Gould was at the time president of the New York & Erie Railroad and joint owner in two lines of steamboats, and was recognized, even then, as a power on the street. His steamboat partner, Jas. Fisk, Jr., prominent also as an operator, was associated with him in the gold scheme. The business began in the spring of 1869, when the conspirators bought up about half the available stock of gold in New York City, and put it out on call loans to the importers who had use for it, and when the government sales of gold were suspended in September, of course, the price advanced. September 13th the price was 135 1-2; on the 23d, it was opened at 139 1-2, and closed at 144. Next day, Friday, the clique's chief broker, Speyers, began by offering 145, but there were no sellers. Then he offered successively 146, 147, 148, 149 and 150, and a half-million was sold to him at the last-named figure. Then followed a steady upward bidding, amidst an intense strain of excitement, till Speyers called out, "Any part of five million at 160," and the answer came back: "One million taken at 160," from Mr. James Brown, a merchant who represented a combination opposed to the clique. In an hour Speyers had bought seven millions at the price of eleven millions in currency, and by noon the purchases for the clique amounted to sixty millions, when it was announced that the government would sell four millions. This broke the corner and the scheme collapsed, the price falling instantly to 140, and in a short time to 133. The conspirators had both bought and sold, and by the unexpected interference of the government, contrary to what they had been led to believe, their losses, estimated at $20,000,000, greatly exceeded their profits; but by a skillful manipulation of injunctions and other judicial processes, through corrupt judges, they managed to avoid payment of their losses, and got away with profits estimated at $11,000,000. It was a flagitious conspiracy against the public welfare, and was attended and followed by ruin to private persons, discredit to the community in which it was developed, and shame to the country. During the time when the conspirators were working the scheme to its crisis, business in New York was almost paralyzed, and the importers who needed gold for the payment of duties, were at their mercy. Even the national credit was affected and the sale of government bonds was for a time retarded.

The calamitous crisis of 1837 is said to have been caused by the lack of capital in the country to transact its business. But this is not the full explanation. The real cause was the attempt to remedy the lack of capital by creating it through the processes of engraving and printing, to supply the demand for money by issuing an indefinite quantity of paper promises, which, it was imagined, might perform all the functions of real money. The crisis followed a period of seven years, marked by tokens of prosperity. Mines were opened, canals were constructed, and railroads were laid out and built at the rate of two hundred and fifty to four hundred and sixty-five miles a year, more than the country could find profitable use for; and British capital was largely sent over to be invested in these and other similar enterprises. The result was general speculation and the diversion of energies from the pursuits that alone can bring and maintain prosperity. People left the farms and flocked to the towns and cities. Banks were established which encouraged the rage for speculation by providing the means for indulging it. Paper money was abundant, and the people were satisfied with it without inquiring whether it would be ultimately convertible or not. Between the years 1830 and 1837 the number of banks increased from three hundred and twenty-nine, with an aggregate capital of $110,000,000, to seven hundred and eighty-eight

with an aggregate capital of $290,000,000. Plenty of money made prices high. Imports increased from $103,208,521 in 1834, to $168,-238,675 in 1836, with an adverse balance of $61,316,995; and even food was among the imports. But these indications of an unhealthy condition were overlooked, and the public view was occupied with the false tokens of prosperity. The national debt was extinguished, and the government deposits were increasing beyond the capacity to find use for the money. On January 1, 1836, they amounted to $25,000,000, and six months later, on June 1st, they had increased to $41,-500,000—mainly through the sales of public lands, which had become the favorite subject of speculation, and which were bought in vast amounts, not by actual settlers, but by persons who expected to hold them until they could sell them again to actual settlers, at an enormous profit. The lands were paid for in bank money, and this kind of paper constituted the bulk of the government deposits, which had grown to such proportions that Congress passed an act to distribute the money to the States in four quarterly installments, beginning with January 1, 1837. The whole sum apportioned was $37,000,000—a vast sum for that day—and not only was the act taken as a proof of the country's growth in wealth, but the presence of the money in the State treasuries gave a new impetus to the speculation which was already driving the country to a precipice. A few thoughtful persons had apprehensions of coming trouble, and Governor Marcy of New York, in his message to the Legislature, sounded a warning against the increase of banks, and the multiplication of paper money. On July 11, 1836, a treasury circular was issued from Washington, requiring payment for public lands to be made in specie, with an exception until December 15th following in favor of actual settlers, who were still allowed, until that date, to pay in bank paper. As there was little gold and silver in the country, not one dollar to ten of the bank paper that had been put out, this sudden change in the practice of the government not only arrested the speculation in public lands, but created general alarm, and when it was followed shortly afterward by the Bank of England increasing the rate of discount, with the object of arresting the investment of English gold in American enterprises, the collapse which all classes had assisted to provoke, and which all classes were unprepared for, came in full force. The failure of the cotton house of Herman Briggs & Co., at New Orleans, caused the failure of the correspondent house in New York, and the New York banks, one by one, suspended, and were followed by those of Philadelphia and Baltimore. The derangement of the machinery of business was attended by great distress, losses and uncertainty. Paper money fell to 20 per cent discount, gold and silver were hoarded by the few who were fortunate enough to have it, and cotton was almost unsaleable. A special session of Congress was called, which, however, did nothing but authorize an issue of treasury notes to meet the demands on the government, and the banks followed the example by issuing more of the paper currency that the country was already afflicted with. More speculation followed, chiefly in cotton, and in 1839 there was a second panic, brought on by the withdrawal of English loans. In October of that year the Philadelphia banks again suspended, followed by those in the South and in Rhode Island, and the rate of interest advanced to 20 per cent. The failures from 1837 to 1839 were 33,000, a larger number than had ever been known before in a similar period. The prostration of business was universal, and the distress that afflicted all classes caused the period to be known as "hard times." St. Louis suffered less than any other Western or Southern city, but enough to derange its river trade with the South, and cause the prostration of many of its business houses. The Chamber of Commerce adopted a petition to Congress which many leading merchants signed, praying for the establishment of a national bank to supply the country with a convertible paper currency. The Bank of the State of Missouri which had been established in 1837, was a bank of issue, and kept its notes at par; but the greater part of the supply of money in St. Louis consisted of the notes of banks of other States of doubtful solvency, and when, on November 12, 1839, the Bank of the State adopted the rule of "receiving from and paying only to individuals, her own notes and specie, or the notes of specie-paying banks," there was a violent outbreak of feeling from nearly the entire business community. A public meeting was held at the court house, at which it was resolved that "it will be no discredit to any individual having paper maturing this day at the Bank of the State of Mis-

souri to allow said paper to go to protest if a tender is made at bank or to a notary of currency hitherto bankable, and is refused." Notwithstanding this action, the bank refused to modify its rule, and the result was an estrangement that led many merchants to withdraw their business and place it in the hands of insurance companies.

The crisis of 1857 found the country prosperous. It was a time of unusual prosperity. The cotton crop was the largest ever raised before—3,665,000 bales—and the price was thirteen and one-half cents a pound; and the other farm crops were good also, with good prices. The exports of domestic produce for the preceding year had been $266,438,000, 24 per cent greater than they had ever been before, and they had nearly doubled in the preceding six years. The product of our gold mines for the preceding six years had been $350,000,000, considerably greater than in any other six-year period before or since. Immigration was large, manufactures were flourishing, and railroad building was being prosecuted with unusual energy, 3,642 miles of road having been built in 1856; a mileage that had never been reached in any one year before, and that was not reached again until twelve years afterward. But it was the very prosperity of the period that invited the extravagance in living and enterprise which brought on the collapse. The laws of trade were not understood, and even the facts and figures were misinterpreted. Because the California mines were yielding $60,000,000 in gold, year by year, and our exports of farm produce were constantly increasing, it was assumed that money could not become scarce, nor business be otherwise than profitable. It was overlooked that our imports were, year by year, greater than our exports—the excess for 1857 being $54,600,000, and for the five years preceding, $243,700,000—and that it took nearly all our annual yield of gold to settle this balance of trade against us. No signs of disturbance were apparent in the business world down to the middle of the year. The New York banks showed on August 8th loans to the unprecedented amount of $122,077,262, and there were no warnings of coming trouble when, on August 24th the suspension of the Ohio Loan and Trust Company of Cincinnati, with liabilities of $7,000,000, sent a shock through New York City, whose banks held the drafts of the company. It soon became known that dishonesty had, for several years, been the rule in the management of the institution; not only its own collaterals had been hypothecated, but the property of its dealers and customers also, and the entire capital of $2,000,000 had been embezzled. What followed in the realm of business was something like the reversal of a railway engine to avoid a collision. The New York banks called in their loans, the panic spread, the banks of Philadelphia, Baltimore and Washington suspended on September 12th and 13th, followed a month later by the suspension of those of New York and New England, and the country found itself in such a general and complete collapse as it had not known for twenty years. In St. Louis the crisis of 1857 had been preceded by the suspension of the great house of Page, Bacon & Co., two years before. This house had burdened itself with the construction of the Ohio & Mississippi railroad, and on Saturday, January 13, 1855, was forced to close its doors. It was a surprise and shock to the community, but fortunately, the Sunday following afforded time for reflection and preparation, and when Monday morning came, a number of leading and wealthy citizens of St. Louis had decided upon a plan of action to quiet apprehension and avert the threatened run on the banks. This was the following card:

"To the Public: The undersigned, knowing and relying on the ample ability of the following banking houses in the city of St. Louis, and with a view of quieting the public mind in regard to the safety of deposits made with them, hereby pledge themselves and offer as a guarantee their property to make good all deposits with either of said banking houses, to wit: Messrs. Lucas & Simonds; Bogy, Miltenberger & Co.; Tesson & Danjen; L. A. Benoist & Co.; John J. Anderson & Co.; and the Boatmen's Saving Institution. Signed by John O'Fallon, J. B. Grant, L. M. Kennett, John How, Andrew Christy, Greeley & Gale, Samuel B. Wiggins, Switzer, Platt & Co., R. M. Funkhouser & Co., Amedee Berthold, Green Erskine, Ed Walsh, Louis A. Le Beaume, D. A. January, James Harrison, Charles P. Chouteau, Wayman Crow, R. J. Lockwood, Charles Tillman, Wm. L. Ewing, Isaac Walker, John C. Rust."

This card had the desired effect; no run on the banks took place, and in a few days the panic had passed away. Page, Bacon & Co.

reopened on February 19th following, but on April 4th were forced to close their doors again by the failure of their branch house in San Francisco, and they never resumed again. The crisis of 1857 was sharp and severe in St. Louis. On September 28th there was a run on the banking houses, which forced the suspension of Darby & Barksdale and John J. Anderson & Co. An attempt was made to quiet the excitement by the method that had been successfully resorted to two years before. The strongest private banking house in the city was James H. Lucas & Co., the senior member of which was the largest property owner and the representative of one of the oldest families, and it was apprehended that the brunt of the storm would fall upon it. A card was published, therefore, guaranteeing the safety of deposits made with it, and this card was signed by James E. Yeatman, John How, R. J. Lockwood, Edward J. Gay & Co., Edward Walsh, John O'Fallon, John H. Gay, Marshall Brotherton, Wm. Renshaw, Jr., John S. McCune, D. A. January & Co., D. H. Armstrong, Charles K. Dickson, Thomas T. Gantt, Wm. M. McPherson, James B. Eads and Charles Tillman, all prominent and responsible citizens, who possessed the public confidence. A similar card signed by fourteen wealthy citizens was published, guaranteeing deposits in the house of Renick & Peterson. The run was continued on September 29th, with diminished force, and without having the effect of immediately forcing further suspensions; but the private banking houses were weakened by the trials of the crisis, and failures followed.

It was a dark time in St. Louis, the darkest in its business history, and it looked as if everything must give way and leave nothing to rebuild on. Fortunately, the darkness did not last long. The private banking houses never reopened their doors, but the new State banks which had only been established that year, under the general banking law, resumed in the December following. It did not take St. Louis long to recover from the prostration. The West and South had good crops, the river trade was active, and the increasing movement of traffic between the West and the South and to Kansas and Nebraska through the city soon began to efface the effects of the crisis and give promise of a complete restoration. Indeed, a restoration was almost effected, and St. Louis had become adjusted to the new and better methods of doing business, when the shadow of Civil War began to spread over the land, in the end of the year 1860. In that year there were present all the material elements of prosperity—good crops at good prices, an active spirit of enterprise and profitable trade between the West and South. But when the presidential election in November was followed by signs of trouble that could not be mistaken, a depression came over the country, prices declined, credits were contracted, Southern collections became difficult at first, and then ceased entirely. Business moved on in an uneasy, apprehensive condition, until the fall of 1861, when the banks began to suspend —all those in St. Louis, except the Exchange Bank, on November 26th, and those of New York in the following December. The St. Louis banks did not continue long in suspension, but resumed in a few weeks; and it was not until the following year, when the government made its first issue of legal tender notes, that all the banks of the country abandoned specie payment and for nearly seventeen years conducted their transactions in paper money.

The crisis of 1873 was brought on chiefly through excessive railroad building in the West. In the five years preceding 27,447 miles of new road had been constructed, at a cost of $1,700,000,000 obtained by enormous issues of bonds, which were held by banks in the United States and capitalists in Europe. The destruction of nearly $200,000,000 of property by the great Chicago fire in 1871, and of $65,000,000 in the Boston fire afterward, contributed to the phenomenon, and there was also the general indiscriminate extension of credits that accompanies an era of prosperity; but the wasting of seventeen hundred millions of the nation's wealth in the construction of works that were not needed, and did not and for many years to come, could not pay, was the main cause, and, naturally enough, the crash came through the failure of the banking house of Jay Cook & Co., of Philadelphia, agents of the government, who were involved in the building of the Northern Pacific railroad. There were several preliminary failures in New York before that of the great Philadelphia firm—the Mercantile Warehouse and Security Company, through advances made on the bonds of the Missouri, Kansas & Texas Railroad, on September 8th, and on the 13th, Kenyon, Cox & Co., through advances on Canada Southern bonds—and these omens had caused the banks to take alarm and call in

their loans and advance the rates; but when the announcement was made on September 18th that Jay Cook & Co. could not meet their paper, everybody knew that the crisis was on the country. The house was carrying $15,000,000 Northern Pacific paper, and nearly all the banks in New York were loaded with similar railroad securities, and it was instantly recognized that these were the weak points through which the danger had come. Railway shares were thrown on the market to be sold, by the bushel, without regard to value, and all day long stock brokers in New York were announcing their failures. Next day the prominent banking house of Fisk & Hatch went down; there was a run on the Union Trust Company and the Fourth National Bank and the panic became so ungovernable, and the distrust so general that the banks refused one another's certified checks. On the 20th the Union Trust Company and a number of banks suspended, and the Stock Exchange was closed at 11 o'clock, for the first time in its history, to give time for the excitement to subside. It remained closed until September 30th. Some relief was afforded by the government coming forward and purchasing $13,000,000 bonds, but the most efficient protection was found in a measure devised by the Clearing House Association, certificates of the association issued upon bills receivable and other approved securities, and made available in the settlement of balances at the Clearing House. The collapse of 1873 did not produce anything in the nature of a panic in St. Louis. It was expected and prepared for. There were no runs on the banks, no failures and no suspensions. The banks met the crisis promptly and wisely by a concert of action and the adoption of a method which saved them and the business community with them. On September 25th, one week after the storm broke in New York, they resolved not to pay out currency on checks, except for small sums, to be optional with the banks on which they were drawn, but to certify checks drawn on balances, payable through the clearing house only. The committee of management of the Clearing House Association was authorized and directed to issue immediately clearing house certificates in sums of $500 each, not exceeding $2,000,000 in amount, to be used for the settlement of balances between the banks of the association; each bank to be entitled to these certificates in proportion to its clearings during the last preceding quarter, and such certificates to be secured by deposit of ample collateral with a special committee of five bank officers, selected by the president of the Clearing House Association, the collateral to consist of United States bonds, bonds of St. Louis city and county, and such commercial paper and other securities as the committee might consider satisfactory, the value thereof to be fixed by the committee. The arrangement was to last not longer than November 1st following. It was virtually a suspension of payments by the banks, but was not attended by the usual results of suspension, for, instead of bringing disaster on the business community, it proved a barrier of protection, providing what had long been recognized as the supreme need in a monetary crisis: an instant supply of good money, or guaranteed credit paper to serve the purposes of money, until the machinery of business can recover from the shock of collapse. The city government was threatened with serious trouble by the temporary suspension of the banks, as it was left without means of paying the several hundred laborers employed on the street service, and to whom it was in arrears; and there was no alternative but to resort to an issue of scrip, or municipal currency, to meet their demands. This was authorized at once, and on November 1st the first notes of an issue of $300,000, "Brownbacks" as they were called, were paid out to the street laborers. Although the collapse of 1873 was not attended by immediate failures or suspensions among the banks and business houses of St. Louis, it was followed by great losses and by a derangement of the machinery of business, and a depression that lasted for several years before any substantial indications of revival were perceptible. Four years later, in 1877, there was a second shock with a general falling off in business, attended by the failure, in July, of the German Bank, the Butchers' and Drovers' Bank, the North St. Louis Saving Association, the Bank of St. Louis, the Bremen Savings Bank, and the National Bank of the State of Missouri. Some of these failures brought great loss and distress to a large body of small depositors.

The next general crisis came in 1893, after a period of extraordinary industrial activity, and was, in some measure, the result of the excessive production of manufactures. The

value of these manufactures in 1890 was $9,056,764,996; a 69 per cent increase over the value of 1880, while the increase of population in the period was only 25 per cent. The industrial activity reached its climax in 1892, when the value of the products was estimated at $10,200,000,000, and the railway construction for the preceding six years was 38,799 miles. But this unexampled display of energy in industrial production was followed by a prostration the following year. The wheat crop fell off from 515,949,000 bushels, valued at $410,179,450, to 396,131,725 bushels, valued at $258,465,805. The cotton crop, though larger in quantity, fell off in value from $339,453,125 to $291,000,000. The pig iron product fell off from 9,157,000 tons to 7,124,500 tons; and the production of steel rails from 1,458,732 tons to 1,036,467 tons. The prostration of business was exhibited in the falling off in bank clearings from $60,109,062,074, to $54,330,888,322. The default of railways on their bonds, which had been a conspicuous feature in the crisis of 1873, was repeated, the great Reading system of Pennsylvania leading the way, followed by others, until there were roads having an aggregate mileage of 25,375 miles, nearly one-seventh the entire mileage of the country, with capital of $674,412,487, and bonded indebtedness of $1,212,217,033, in the hands of receivers. The derangement of industry and general business was complicated with a steady drift of gold to Europe, which caused a reduction of the stock in the government treasury from $121,266,662 on January 1st, to $103,284,218 on February 28th, continued throughout the year, until the next exports reached $87,506,463 — more than double the product of our mines for the year, and greater than the net exports of gold had ever been, in a single year before, and has ever been in a single year since. There was a marked falling off in the government revenues which, together with the reduction in the treasury stock of gold, caused the apprehension that the government might be unable to redeem its obligations in gold and be forced to come to silver payment. In June the British government suspended the coinage of silver in India, and this added to the alarm. Under the Sherman act of 1890 our government was purchasing 4,500,000 ounces of silver, and issuing against it certificates, and as these faciliated the drawing of gold from the treasury for shipment abroad, the banks urged the repeal of the act as a precaution and assurance that the government would never come to the silver standard. President Cleveland called an extra session of Congress August 7th, and after a protracted and exhaustive discussion the act of 1890 was repealed. Nevertheless, the depression of business continued, and, although the banks bore the stress upon them without going down, as in previous crises, merchants and manufacturers were not so fortunate. It was more a commercial than a financial trouble, and the commercial failures for the year involved liabilities of $346,779,889; an aggregate that had never been equaled before. There were no bank failures in St. Louis, but this was not because the crisis was not severely felt. It came at a time when the crops of the Western and Southern States were moving to the Atlantic seaboard, and, as the suspension of currency payments by the New York banks prevented the usual shipment of money to the West and South to pay for the crops, the task of paying for the Western crop fell upon the Western banks, and those of St. Louis were forced to bear their share of the strain. A steady flow of shipments to New York, without the usual accompanying flow of money to the West to pay for them, resulted in the transfer of their resources to the East, where it was unavailable. There was a glut of New York exchange in St. Louis, but it was not convertible, for the New York banks were paying only in clearing house certificates, which were good enough in New York, but of no use in St. Louis. In this condition of things, there was but one thing for the St. Louis banks to do to save their vaults from depletion—stop purchasing bills; and it was accompanied by a contraction in loans and a husbanding of their remnant of resources for what might come. Of course, there was an arrest of business all along the line from the West to the East, with great stress upon merchants; and it continued until it had its effect in England, and English money, avoiding the New York banks, was sent to New Orleans and other points to be used in the direct purchase of the cotton, and the Western products which the foreign markets needed. Slowly the business of St. Louis recovered from the prostration but the recovery was not without losses that left some of the banks crippled, and ultimately resulted in con-

solidations. In the spring of 1899 the restoration was complete and the banks of St. Louis exhibited a strength that they never possessed before. D. M. GRISSOM.

Finney, John and William, merchants, were the sons of John Finney, Sr., and emigrated to this country with their father from Ireland in the year 1817, and after sojourning with a married sister in Newark, New Jersey, removed to St. Louis, arriving June 6, 1818.

They were born in County Cavan—John, April 8, 1798, and William, March 8, 1804. Their father was a farmer and land owner, and the occasion of his emigration to America was to secure a larger landed estate in the Western Reserve, Ohio, of which glowing reports had reached him, and to establish his sons as farmers. Their ocean voyage was in a sailing vessel, lasting three months, and from the Atlantic seaboard their journey was by emigrant wagon to Pittsburg. In the travel across the mountains they fell in with a family of emigrants whose destination was the famed Boone's Lick country, in the then Territory of Missouri, and were persuaded by them to choose that locality instead of the Western Reserve. At Pittsburg the family embarked in a flatboat, taking along their wagon and team, and descended the Ohio River to the falls at Louisville, where they disembarked and pursued the journey overland, arriving in St. Louis after sixty days' travel and crossing the Mississippi in a flatboat ferry.

Being himself advanced in years, and considering the youth and inexperience of his sons, the father deemed it injudicious to carry out his original intention and encounter the hardships and disadvantages of farming in the then wilds of the West, and resolved to remain in St. Louis. For his homestead he purchased property at the southwest corner of Washington Avenue and Broadway. At that time that location was in the northern outskirts of the village, its population numbering only about 3,000 and their residences and places of business lying for the most part south of Market and east of Third Street. The plan of the building provided for two residences adjoining, each a two-story frame and attic, and intended for his sons when they became settled in married life. During their erection, however, in 1821, the father died, and the buildings were completed by the sons and were the homes of their families till 1840, when the mansion directly across the avenue, at the northwest corner, was built and occupied till encroachments of business caused the removal of their residence in 1857 to the corner of the avenue and Robbins Lane, where, at the last as at the first abode, two adjoining buildings were erected.

Their wives were sisters in the family of John Lee, Sr., who was an emigrant with his family from the south of Ireland, at Dantry Bay, and had settled in St. Clair County, Illinois. His widow, Jane Lee, removed to St. Louis in 1823 with her children, of whom Jane became the wife of William, married March 17, 1825, and Mary Ann the wife of John.

These and other peculiar incidents in the history of these brothers indicate bonds of fraternal devotion and identity of interest quite uncommon and are the occasion of their names being united in this biographical sketch. An incident at their father's deathbed, indeed, gave it origin and a sanction whose sanctity could not be violated. Leaving his sons in their youth and in a strange land, he called them to his bedside and joining their hands, "My sons," he said, "never have any divided interest." That injunction was kept inviolate in their entire business career J. and W. Finney being the firm name, and in all acquisitions of real estate the title vested in them as tenants in common. Even after the death of William, September 4, 1858, by his will his undivided interest was vested in his brother John as trustee of his widow and children, and not till his own death, April 8, 1868, ten years afterward, was there any partition of their large landed estate. The marriage of John was childless, and one of the children of his brother—Mary, now Mrs. Richard A. Barret—was adopted, and all of them were held in affectionate regard and care during his life and made, with his widow, devisees in his will. Fifteen children were born to William and Jane, nine of whom had survived at the time of his death, and of these the survivors at this date are Rev. Dr. Thomas M. Finney and Mrs. Richard A. Barret, William H. and Edward F. Finney. The widow of John died in 1879, and the widow of William in 1894, in her eighty-seventh year.

The history of these brothers, covering the period of expansion from the small French village to the populous and cosmopolitan city,

has a prominent place in the annals of its life and growth. Their business career took two directions, the one commercial, which was under the management of William, and the other investment in real estate, which was the particular charge of the other brother. In the latter direction large holdings were acquired of all descriptions, central business and select residence property, and considerable parcels of land in the near suburbs and large tracts for agricultural purposes. One such was a one by forty arpent tract running west from Grand Avenue, and now lying on the south side of Finney Avenue, the avenue bearing their name, and another of several hundred acres lying on the Natural Bridge road at the Six-mile House, where the elder brother, John, took interest and pleasure in conducting farming and raising choice stock, realizing somewhat the original intent governing the emigration to America and settlement in Missouri.

Their real estate in the city was largely and substantially improved, and it may be said the improvements were among the first advances in the city of superior architectural style and proportions. During the erection even of their first residence it was an astonishment to the villagers that so large and fine a house was built, and the second residence was popularly designated as the Finney mansion. Its plan was made by an architect in Philadelphia and a builder was brought from that city to superintend its erection. Several storehouses were built on the river front when it was the wholesale district, and in its extension westward they erected on Second Street the largest business house of that period. In the movement to bring the wholesale dry goods business from Main Street to the present location on Washington Avenue they took an active part, and to promote it built two houses, which were the pioneers of the movement. They were located on the site of their first residence, and the next erection was the imposing Samuel C. Davis building on the site of their second residence, which was sold on condition of such use of the property. The erection previously of the first Lindell Hotel was in the same interest, and they were active and influential in raising the company which built it and were among the largest subscribers to its stock.

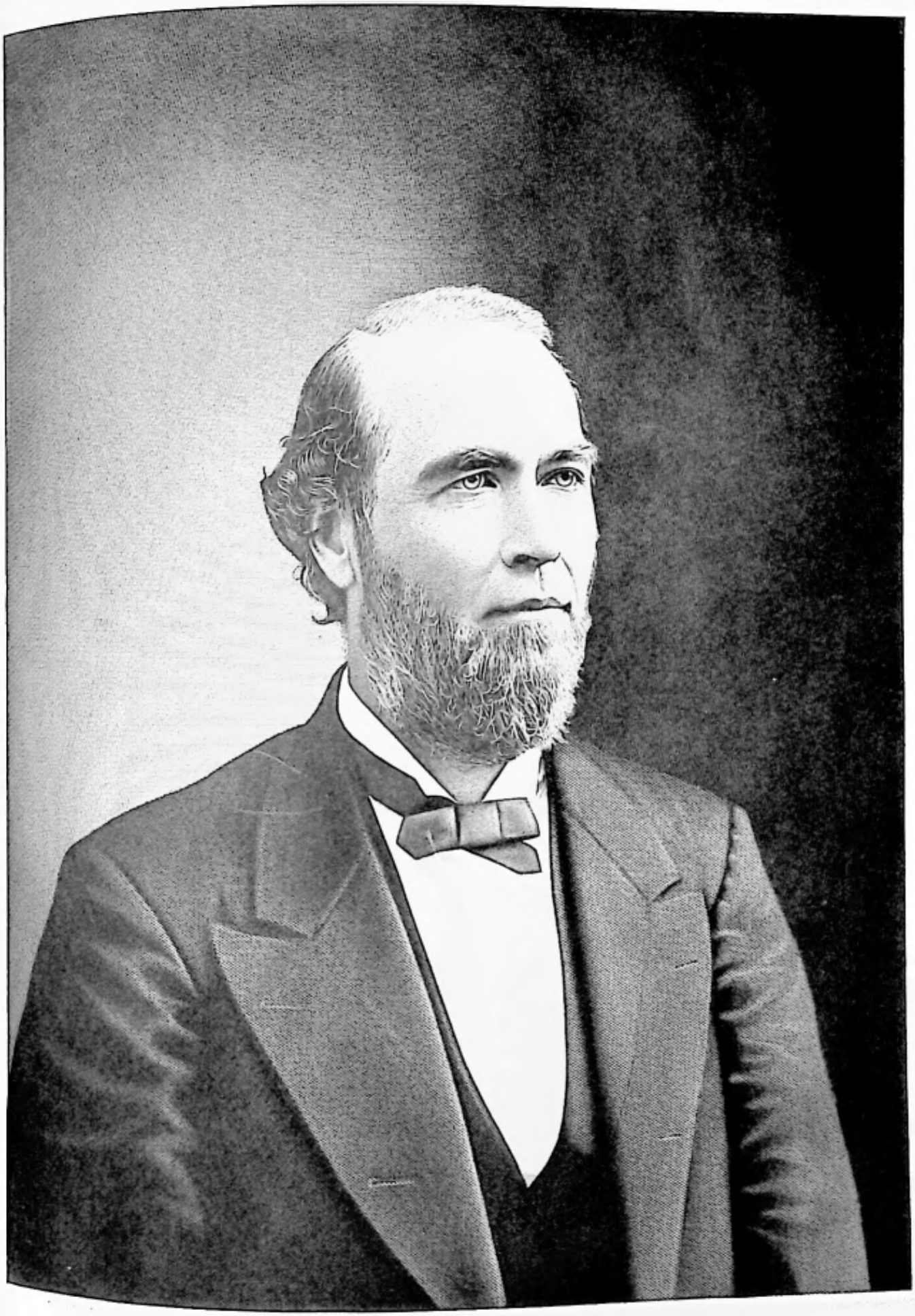
Their firm was among the earliest in the city engaged in the business of wholesale grocers and ship chandlers, as it was called, dealing in steamboat supplies. The business was prosperous and acquired a jobbing trade over a large section of the Western States and Territories. Owing to the distant markets at which much of the stock of goods was obtained, and other disadvantageous conditions to supply the needs and use of their business, they established several industries which were among the first introduced into the city. One of these was the manufacture of stearine candles at the time when they began to supersede the dip and moulded tallow candles. Another was a packing house for mess beef and pork, and connected with it a cooper shop. The shop was erected at Sixth and Washington Avenue, and the two other establishments on their property on the south side of the avenue, extending from Fourteenth Street to Robbins Lane. To supply steamboats they built the first icehouse erected in the city, which stood on the west side of Broadway, between Washington Avenue and Green Street, now Lucas Avenue. An interest taken in an Englishman by the name of John Dorey, who was a brewer, led to the erection by the firm of the old City Brewery, on the south side of Cherry Street, between Second and Third Streets, and furnishing the capital. The business was conducted by him, and it was the initiation here of what has become the most extensive of the kind in this country and of world-wide repute. The premises were the first location of the Stifel Brewery, which has since become an immense plant. The firm was also interested and active in promoting the navigation of the Mississippi and its tributaries. It was part owner of the steamers "Winnebago" and "Adventure," which were among the first plying on the Illinois River, and was a large stockholder in the famed Keokuk Packet Company, which established here the first lines of packet boats, the common fact theretofore having been great and vexatious irregularity and uncertainty in the arrival and departure of steamboats.

In Ireland the family were communicants in the Episcopal Church. The eldest son, John, however, had also joined the Wesleyan Methodist Society in that country. When the Methodist denomination was established in St. Louis in 1821 he was one of the five composing its first membership, and his brother William and his sister, Mrs. Elizabeth Kells, the mother of the late Mrs. Samuel Cupples, were the first additions to the society. Both brothers were trustees of the first house

of worship of the denomination, which was located at the corner (northwest) of Spruce and Fourth Streets. It was a frame building, and was erected at once on the founding of the society, in which they took an active and liberal interest, among other contributions furnishing materials that could not otherwise be had from the lumber pile during the building of their own residence. They were alike prominent in the erection of the succeeding house of worship in 1830, located at the northwest corner of Washington Avenue and Fourth Street, where the Boatmen's Bank is now situated, and also on the removal of the location to the northwest corner of Washington Avenue and Eighth Street, in the erection of the commodious and costly edifice from whose altar places both brothers were buried. They have filled all the lay offices of the denomination and were intimately and actively connected with its development and growth in the city of their adoption, and in the pioneer history of Missouri Methodism they were liberal promoters of its enterprise, among them being the establishment of St. Charles College, the first Protestant institution of learning of its grade west of the Mississippi River.

By the death of their father, thrown upon their own resources, and left in early youth to make their way in the world, these brothers attained to the rank of leading merchants, acquired an ample fortune and achieved a career of honorable and useful citizenship.

Finney, Thomas M., clergyman and philanthropist, was born July 13, 1827, in what was then regarded as the frontier village of St. Louis, located in the "Far West." His education in primary branches was obtained in the private schools of St. Louis, conducted from time to time by Major Lowe in the session house of the First Presbyterian Church, at the southwest corner of Fourth Street and Washington Avenue; by Mr. O'Toole, at the northwest corner of Washington Avenue and Eighth Street, and by Abel Rathbone Corbin, in the basement of the Methodist Church, then located at the northwest corner of Fourth Street and Washington Avenue. In 1840 he entered St. Charles' College, the first Protestant college established west of the Mississippi River, and there continued his studies two years. During the next two years he was a student at St. Louis University, from which institution he was graduated in the class of 1844. He then determined to continue his studies at Yale College, and was one of the first three students to enter that institution whose place of residence was west of the Mississippi River. The travel at that time from St. Louis to the Atlantic seaboard was by boat to Pittsburg, thence by stage across the mountains to Chambersburg, to which place the Pennsylvania Central Railroad had been extended from Philadelphia. It required no small amount of courage and resolute determination for a youth of seventeen to leave his home and, without companionship, enter upon such a journey in quest of knowledge. He was graduated from Yale with the class of 1847, that being the first class graduated by that gifted scholar and renowned educator, Theodore Dwight Woolsey. Returning home he chose the law as his profession and studied in the office of Gamble & Bates, the first named of whom afterward became Civil War Governor of Missouri, while the last named was Attorney-General of the United States during the first term of President Lincoln's administration. In 1849 he was admitted to the St. Louis bar by Judge Alexander Hamilton, of the circuit court, of which Wilson Primm, who afterward became judge of the criminal court, was then chief clerk. Thus thoroughly equipped, he entered enthusiastically upon the practice of his profession, opening his office in the rooms of Geyer & Dayton, the first named of whom was at that time a United States Senator. Notwithstanding the favorable auspices under which he entered professional life as a lawyer, he did not long follow that calling, feeling that he had a call to the ministry of the gospel. From early times his family had been actively and closely identified with the life and work of the Methodist Church in St. Louis, his uncle, John Finney, having been one of the five who composed the first Methodist society founded in St. Louis in January of 1821, while his father, William Finney, and his aunt, Mrs. Elizabeth Kells, were the first additions to its membership, and his mother, then Jane Lee, united with the society in 1823. After determining to enter the ministry Mr. Finney was licensed to preach by the Fourth Street Methodist Church, July 1, 1850, and on the 10th of the same month he was admitted on trial into the St. Louis Conference, which held its session that year at Independence, Missouri. He passed through the several grades of the min-



Thos M Rainey

istry and in due course of time was ordained deacon by Bishop Andrew and elder by Bishop Kavanaugh. The degree of Doctor of Divinity was conferred on him in 1870 by the Southern University of Alabama. During the first six years of his ministry he preached successively in Saline County, at Jefferson City and Lexington Station, two years being at that time the limit of the pastoral term. In 1856 he was brought to St. Louis, and from time to time has served as pastor of several churches in this city, among them being the church which gave him his ministerial license. He has been recognized and honored in the church as a clear, logical and forceful preacher, but his most efficient service has been rendered as a leader, an administrator and man of affairs. During fifteen years of his active ministerial work he has been a presiding elder in St. Louis, serving first in that capacity from 1861 to 1868, and later from 1884 to 1892. While filling the office of presiding elder he was instrumental in bringing to the Methodist pulpits of the city a number of the most gifted, popular and successful preachers belonging to his denomination, and thus greatly strengthened the most prominent churches already established, while at the same time he was active in the work of church extension. Under his administration the following prominent churches in St. Louis and vicinity were built and congregations established: St. John's, Lafayette Park, Marvin, Immanuel, at Benton, Ferguson and Kirkwood. During his last term of service as presiding elder he was instrumental in organizing the City Mission and Church Extension Society, in the work of which he takes an active and earnest interest. From an early period of his connection with the Conference he has been actively engaged in behalf of its publishing, educational and missionary work. From 1869 to 1872 he edited the "St. Louis Christian Advocate," the organ of his denomination, as agent having previously raised the sum of seventy-five thousand dollars to establish the Southwestern Book and Publishing Company, which corporation became the owner of the paper. The distinction which he gained while filling this position as a clear and able writer, together with his long and close intimacy with Bishop E. M. Marvin, was the cause of his being subsequently selected to write the life of the bishop, who was one of the most distinguished ministers of the Methodist Church, South. In this work he more than maintained the literary reputation he had already gained. The life of Bishop Marvin is easily entitled, both for substance and style of composition, to a place among the leading biographies of the church. Dr. Finney was a member of the convention which established Central College at Fayette, Missouri, and has served as one of its curators for nearly forty years. During all this time he has been one of its wisest and safest counselors and gives to it large personal service to insure its stability and promote its prosperity. For eighteen years also he has been curator of Bellevue Collegiate Institute, the "adopted school" of the St. Louis Conference. In 1877 when this institution was overwhelmed with debt, he consented to undertake the task of relieving it of its burden, and by his untiring and persistent energy succeeded in bringing the undertaking to a successful issue. In the summer of the year last mentioned he accepted the presidency of the Institute, and labored in that position with characteristic energy and fidelity to duty for three years. The minutes of the Conference of 1858 show that he was at that early period in his career chairman of the committees on finance and on education and treasurer of the Missionary Society. Since 1870 he has been president of the Conference Board of Missions and the leading spirit in promoting its noble work. Under his wise direction the board has assisted in the creation of a large number of stations and the establishment and maintenance of missions in various parts of Southeast Missouri, especially in its remote and relatively destitute mountain districts. His worth as a leader and adviser, sound in judgment and wise in counsel, is recognized by the church at large as well as by his own Conference. He is president of the board of trustees of the Methodist Episcopal Church, South; member of the committee on entertainment of her General Conference, and has been for a number of years a member of her General Board of Missions. He has served with distinction as a member of the General Conferences of his church and has been entrusted with some of its most important commissions, among them that which is known among Methodists as the Cape May Commission. This commission was composed of five distinguished members of the Methodist Episcopal Church, South, appointed by the bishops by order of the General Con-

ference to meet a like commission from the Methodist Episcopal Church, this joint committee being entrusted with plenary power to adjust all questions of ecclesiastical status and property rights between these two branches of American Methodism. The importance of this work may be estimated when it is remembered that for thirty-two years there had been no formal fraternity between these two great churches, and that the complicated questions growing out of the separation of 1844 were as yet unsettled. The commission met in 1876 at Cape May, and Dr. Finney and General Clinton B. Fisk were elected secretaries. The wisdom with which it discharged its difficult and delicate duties won for it the highest commendation, and the action of the commission has had a salutary and permanent effect upon the Methodist Church in the United States. In all positions of trust and responsibility Dr. Finney has shown the same unswerving fidelity, the same minute attention to details, the same wisdom in planning, and the same energy and courage in executing. Although his interests have been so varied and the field of his labors so extensive, he has never ceased to be a patriotic St. Louisan, and feels the deepest and most hearty interest in all that pertains to the welfare of his native city. He has always felt a lively concern in leading social and economic problems and in all agencies of help and relief. Few people, perhaps, are so thoroughly acquainted with the condition of the poor in the great cities of our country or have so thoroughly studied the workings of the most humane and rational methods of helping them. He is now giving his time and thought to this noble work as manager of the St. Louis Provident Association, the leading charity organization of the city. He is associated in this work with the president of the association, Mr. R. M. Scruggs, who is his friend of many years standing and a gentleman known and honored throughout Missouri for his noble philanthropy. Under their joint direction the work of the association has been greatly extended, and it takes rank as one of the best equipped and most useful institutions of its kind in the world. So long as fidelity and efficiency of service are appreciated the name of Thomas M. Finney will have an honored place in the annals of his native city—which he has seen grow from a town of ten thousand to a city of seven hundred thousand people—and of the denominations in whose ministry he has spent the best years of his life. Dr. Finney's character is one in which strength and beauty are well blended. No personal consideration ever influences his actions when a matter of principle is involved. He stands for the right as he sees it. On the other hand, his gentleness and courtesy are unfailing, while his sympathies flow out to all who are in trouble and impel him to many acts of generous and unostentatious service.

Fire Alarm System.—Before the introduction here of the Gamewell alarm system each engine house had a tower and alarm bell, with ropes attached to the clapper. On the discovery of a fire word was brought to the nearest engine house. The steward in charge would grasp these ropes and ring the bell long and loud enough to be heard by the neighboring companies, whose stewards would pursue the same course, and so on throughout the whole department. With such a chorus of bells an alarm of fire in those days was an alarm in fact as well as name. In responding to alarms the various companies ran in the direction of the company's quarters whose bell they first heard. On arrival there it sometimes happened that that company had gone in an opposite direction. With this uncertainty and delay fires frequently gained such great proportions as to be difficult to control. With the advent of the steam department, and before the Gamewell was completed, an improvised system was put in operation. The city was divided into four districts. The first embraced all that part of the city south of Clark Avenue; the second extended to Washington Avenue; the third to Cass Avenue, the fourth all north of the latter. Two watchmen, John Leonard and Pat Creary, were stationed on the belfry of St. Francis Xavier Church, Lucas Avenue and Ninth Street. From this elevated position a good view of the city was had in all directions. On the discovery of a fire they struck the district number on the large church bell. At the termination of the round a single blow indicated that the fire was in the western part of the district; if no blow followed it was in the eastern part. This system was only used for a short time by the paid department until the completion of the Gamewell system, on February 22, 1858. Its central office was in the courthouse, to which the forty-five street boxes or stations were

connected. From the central office the alarms were communicated to the various engine-houses on a bell-striking circuit, to which the bells and gongs were connected. Several church bells were also connected—St. Francis Xavier, the Cathedral, and Dr. Bullard's, on Fourteenth and Lucas Place. The boxes were placed on street corners, keys to which were in possession of the police and neighbors in the vicinity of each box. The inside of the box contained a crank attached to the center of a dial. To "turn in" an alarm the printed instructions enclosed instructed the sender to "turn the crank to the right twenty-five times and wait for an answer." This operation registered the number of the box and station in the central office. The operator on duty would answer by tapping a "ticker," or Morse sounder, in the box. The alarm was then sent to the department. The district number was struck on the bells and gongs, the station number was tapped on the box ticker, so, after hearing the bell, the men would run to the box to count the station number, each engine house being supplied with a box. The first alarm turned in under this system came from District 4, Station 2, located on Third and Franklin Avenues, for a small fire in Franklin Hall. The fire alarm outfit consisted of its central office machinery, six bell-striking machines and forty-five fire-alarm boxes. The wires were stretched over housetops, but were afterward transferred to poles. After its introduction James A. Gardiner was appointed its first superintendent. The following named persons have served in that capacity since: Joseph Branson, appointed May 2, 1860; C. W. Hammond, appointed September, 1862; C. E. Weller, appointed June 15, 1869; S. D. Howard, appointed July, 1871; E. B. Brown, appointed June, 1875; Ernest Hilgendorf, appointed April, 1876; Charles P. Higgins, appointed May, 1891, and Silas J. Benedict, appointed April, 1894. Soon after the completion of the fire-alarm system a somewhat similar system was adopted by the police department. At the present time nearly all of the departments of the city government have a telephone system under the management of the department. It has now in operation 1,616 miles of wire, 823 fire-alarm boxes, 40 engine-house alarm registers, 65 gongs, 2 central office gong-striking machines, 244 police patrol boxes, 437 telephones and 22 operators, the annual cost of maintenance being about $60,000.

EUGENE J. GROSS.

Fire Association.—An association organized in St. Louis May 31, 1849, composed of three delegates from each of the volunteer fire companies then in existence, which was charged with the responsibility of deciding questions and passing upon matters of general interest to the fire department of the city. The first president of this corporation was Hiram Shaw, and subsequent presidents were Edward Brooks, A. Philibert, George Kyler, T. A. Buckland, G. N. Stevens and P. H. Branson. Delegates to this association were elected in March of each year, and were always representative firemen. The organization adopted rules for the government of the companies while on duty, but while ostensibly having the government of the companies, it was powerless to enforce its decrees. The organization of the paid fire department of the city brought about the dissolution of this association—which had been in process of disintegration for some time previous thereto—and its last meeting was held March 15, 1859.

Fire Department, Paid.—The steam fire department began operations September 14, 1857. For several years prior the volunteer system then in vogue was becoming daily more demoralized and inefficient on account of the intense rivalry existing among the companies of which it was composed. This gave rise to bitter feuds, which frequently led to disgraceful street fights while going to or working at fires, and many times in riot and bloodshed. Rowdyism among a certain class was rampant and boldly asserted itself in spite of the efforts of many worthy citizens, who were members of the department, to check it. The municipal authorities and citizens generally viewed with alarm this state of affairs, and several attempts were made to change the system and substitute in its stead a paid steam fire department similar to one then in successful operation in Cincinnati, it having been adopted there in 1852. That city is entitled to the credit and honor of establishing the first of the kind in the United States. It was in that city, too, that the first successful steam fire engine was built. Cincinnati was the home of Abel Shawk, the builder of "Union

No. 2" the first steamer ever used in St. Louis, and of Alexander Latta, the builder of the "Latta" engine, which afterward became famous throughout the country. The two gentlemen were partners in business about 1850, but owing to a disagreement about the plans of the experimental engine, separated, and each proceeded to carry out his ideas alone. The application of steam power to drive the pumps of a fire engine was, however, made many years prior to this. Steam fire engines were built by John Braithwaite, of London, England, in 1829. Captain Ericsson made a design for an engine similar to the Braithwaite, and was awarded a medal therefor by the Mechanics' Institute of New York in 1840. But all these attempts were failures because of the great amount of time required to generate steam. It remained for Latta and Shawk, about 1850, to design a boiler by which the engine could be put in operation, raising its own steam from cold water, in five minutes. The Shawk boiler had many defects which were overcome by the Latta. The latter consisted of an outer water shell, serving as a firebox and combustion chamber. Within this shell was placed a sectional coil directly over the fire. A forced circulation was kept up through the coil in jets from a special pump for the purpose, the area of these jets being proportioned to the extent of the sections of coil it supplied and the amount of its heating surface. The water was taken from the outer shell and forced through the coil over the fire, absorbing its heat in the transit, and was discharged again into the shell at its highest point, where the steam was given off and the water fell back again into the shell. The Cincinnati department was using this style of steamers exclusively, and by their aid and the great courage, energy and perseverance of Miles Greenwood, the first chief engineer, the steam department was a success. In October, 1854, Mayor John How called the attention of the St. Louis City Council to the state of affairs in the local department, and urged the necessity of change, but without result. Mayor Washington King, in May, 1855, also recommended it, with like result. Mayor How, upon his re-election in the spring of 1856, again renewed his efforts, but the matter was delayed until April 4, 1857, when city ordinance No. 3,871 was passed and approved, providing for the organization of a paid steam fire department. The various efforts to change the system met with failure on account of the power of the old department, whose members used to good effect their immense political influence. The ordinance caused great dissatisfaction among the volunteers, who stubbornly opposed its enforcement. This opposition, together with the city's financial condition at the time—it being the year of the great panic—placed the authorities at a great disadvantage and caused several months' delay. In spite of these difficulties, however, the Honorable John M. Wimer, who succeeded Mayor How, proceeded with vigor to enforce the new law. He appointed H. Clay Sexton, of the Mound Fire Company, as chief engineer. The City Council appointed a board of fire engineers, composed of George Kyler and John Sexton, Jr., of the Board of Aldermen, and Davis Moore and Henry Almstedt, of the House of Delegates, who held their first meeting August 24, 1857. George Kyler was elected president, and George W. Tennille secretary. Richard Beggs, of the Franklin, and John W. Bame, of the Phoenix, were appointed assistant engineers. September 14th, was decided upon as the date for the new department to begin operations. The chief engineer was directed to publish an order to that effect in the daily press, calling upon the volunteer companies to comply with the provisions of the ordinance, to make a report of all property in their possession belonging to the city, and to submit a proposition for the sale of their company property to the city. This publication aroused the ire of the volunteers to the highest pitch. As was to be expected, it met with few favorable responses. The Mound Company No. 9, of which Sexton was president, was the first to comply with the order, and on August 31st sold all of their property to the city for the sum of $250. The Franklin and Washington followed a few days after. The Phoenix also submitted a proposition to sell, but, being deemed too high, this was rejected. The other companies positively refused to comply with the ordinance or to dispose of their property. Many of them owned their entire outfit, including the houses and lots; others held but a joint interest with the city in the outfit. The Union No. 2 had disbanded in 1855, but before doing so had bought a steamer built by Abel Shawk, of Cincinnati, which they presented to the city. The members of this company are, therefore, entitled to the credit and

honor of taking the first step in the establishment of a steam department. They had viewed with regret the rowdyism and demoralization prevalent in the volunteer ranks, and, becoming disgusted therewith, as early as 1854 they resolved to retire from active service. They sold all their property and the steamer was purchased with the proceeds. The conditions under which the presentation was made were as follows: "The city to build a house for her reception in the quarter formerly guarded by us. Second, to employ, at a salary, a sufficient number of men to render her efficent. Third, the engine must bear the name of 'Union No. 2,' and said name must be perpetuated in the new department for all time." The city agreed to the terms and made a contract with the company accordingly August 1, 1855. The engine arrived in East St. Louis in December, 1855, and, the river being frozen at the time, it was transported across on the ice. The engine weighed over ten tons, and its passage over the river caused much anxiety. It was soon after tested in the presence of a committee composed of prominent citizens and a large crowd of people. The trial proved satisfactory and a very favorable report was made by the committee, who recommended its acceptance. This was done by the Council, who tendered a vote of thanks to the Union Company for their generous gift. On the date set by the board of engineers for the new department to begin operations it had an equipment of one steamer and three hand engines, the Union, Mound, Franklin and Washington located as follows: Union, on Washington Avenue, between Seventh and Eighth; Mound, on Broadway, between Brooklyn and Mound; Franklin, on Eleventh, between Wash and Carr, and the Washington, on Third, between Elm and Clark Avenue. This meagre equipment was officered by H. Clay Sexton, chief; Richard Beggs and J. W. Bame, assistants, and George W. Tennille, secretary. Union No. 2 was manned by the following crew: Charles Rigdon, captain; Louis Copsey, engineer; A. K. Hildreth, stoker; J. M. Wirthlin, engine driver; James Reynolds, reel driver; John Beamor, fuel-cart driver; Charles Dolan, John E. Lester and William Sullivan, pipemen; and J. F. Jenkins, watchman. Washington No. 3, Hand Engine: Eugene Alcan, captain; George T. Ross, foreman; Henry Langford, Henry P. Farmer, Conrad Acken and George Bumb, stewards. Mound Hand Engine: William D. Pallis, captain; Michael Dressell, foreman; William A. Thomson, James Sloan, William H. Marquis and David Carr, stewards. Franklin Hand Engine: Richard Beggs, captain and assistant chief; M. Buchanan, foreman; Til Whalen, H. Jackson and Joseph Goos, stewards. The hand engines had each twenty privates or call men. These and the captains were permitted to engage in other pursuits, but were required to attend fires when called, and were subject to fines for non-attendance. The salaries paid were not extravagant considering the great risks taken, as will be seen. The list is as follows: Chief engineer, $1,000 per annum; assistants, $500 per annum; secretary, $800 per annum; engineer steamer, $1,000 per annum; captain, $800 per annum; captain hand engine, $200 per annum; stewards, $480 per annum; privates, $100 per annum. The hand engines and hose carriages were fitted with horse poles and shafts; harness and horses were bought, stables built, and all necessary arrangements perfected on the day set. The contest of steam versus muscle was thus begun in earnest. The volunteer organization was composed of the following companies: The Central, No. 1, Chestnut, between Third and Fourth Streets; St. Louis, No. 4, Third and Locust; Missouri, No. 5, Seventh, between Pine and Olive; Liberty, No. 6, Third and Franklin; Phoenix, No. 7, Broadway and Park; Laclede, No. 10, Market, near Fifteenth, and the Lafayette Hook and Ladder, No. 1, on Seventh, near Olive. These were under the command of J. E. D. Couzins, chief engineer, and of A. C. Hull, George N. Stevens, and Ambrose Sprague, assistant engineers. It was no easy task to overthrow the old system, which had become a power, and which had many worthy citizens for its ardent supporters, who were endeared to it through long years of membership, recollections of its former usefulness and the many deeds of heroism performed. While they opposed the department from honest but mistaken motives, their reputations and standing in the community made the task more difficult and gave encouragement to the "b'hoys" to hamper and impede its progress in every way. The men who had left the volunteers were regarded as traitors and were hooted and jeered at whenever they appeared on the streets. False alarms were very numerous, given for a double purpose—first, to

tire out the horses of the new department, and to furnish opportunity to hurl volleys of stones, brickbats and other missiles from places of concealment at the men, who were termed "Hessians," "hirelings," etc. Fire-arms were also frequently used. At fires many cowardly assaults were made, horses were stabbed and killed, hose were cut and destroyed, and taunts and jeers freely used to force the paid men into fights. One ever fruitful source of trouble was the possession or right of way to the fire-plugs. The plugs then in use were of the upright pattern, with two outlets. There was a sort of unwritten law which gave the first company to arrive the choice of outlets. The limited capacity of the city water works and the small mains used made the lower outlet the most desirable, as the pressure was insufficient to furnish two engines with a full supply. The volunteer companies being most all located in the business section of the city, on the occurrence of a fire there, considered it quite a "smart trick" to take possession of all the closest plugs by leading off a few sections of hose from each, thus preventing the steamers from using them. This bit of stratagem was, however, of short duration. To defeat this scheme the paid men fitted up the "Mound City Belle," a light four-wheeled hose carriage, with a pair of shafts, put a few lengths of hose on it, and hitched to it the old gray horse "Mike," a fine trotter. This outfit was put in charge of Mike Dressell and Henry Marquis. They would patrol the business portion of the city during the night, hiding in alleys and nooks, on the lookout for fires They made their headquarters in the Union house, within hearing of the College Church bell. On the discovery of a fire they would drive at a terrific pace to the scene and take possession of the most available plugs for the use of the steamers. The volunteers, on arriving later, finding themselves outwitted, swore vengeance against the perpetrators of the "trick." Many curses were heaped upon the heads of these men, to say nothing of the stones they were required to dodge on the street. The officers and men of the new department bore all the insults and indignities heaped upon them with patience and fortitude, and by their demeanor rapidly gained the public confidence and favor. Too much praise can not be bestowed upon that hardy, brave and determined band of pioneers of which the department was made up, who thus risked their lives to bring about one of the greatest reforms of the age in municipal affairs. In October of that year two additional hand-engine companies were put in service, the South St. Louis, on Allen Avenue, between Seventh and Eighth, and the Jefferson, on Franklin, between Twenty-second and Twenty-third, with the following crews: South St. Louis—Joseph Hercules, captain; John Humbach, Jacob Zepp, Arnold Orleman, William Goetz and Louis Fullerman, stewards. Jefferson—John C. Vogel, captain; Dan Hazzard, David Carr, C. A. Meyer, Adam Newman, and Ernest Hilgendorf, stewards. The following December a hand engine was placed on Broadway and Anglerodt, in charge of David Akens, steward. It was manned by a crew of sixty men, who claimed no pay and were in full sympathy with the paid department. A short time prior to the starting of the department Mr. A. B. Latta, the famous steam fire engine builder of Cincinnati, visited the city, bringing with him one of his improved engines, the "Eclipse," which was built for Louisville, and gave an exhibition of its workings at the court house. This trial proved it to be greatly superior to any engine built up to that time. On September 28, 1857, the board of engineers contracted with Mr. Latta for three of these engines, to be delivered, one in ten, one in thirty, and one in sixty days from that date. The first arrived in October, and was stationed on Eleventh, between Wash and Carr Streets. It was named "George Kyler," in honor of the president of the board. The second arrived in January, 1858, and was stationed on Third, between Elm and Clark. This was named after Davis Moore, also a member of the board. The third arrived in March following. It was named "John M. Wimer," in honor of the mayor, who had rendered invaluable service in the inauguration of the new system. It was located on Broadway, between Brooklyn and Mound. These engines were a decided improvement over the old Union in every respect. They were three-wheelers, with a square circulating coil boiler, direct double-acting pump, with click steam valve gear. The pump and cylinder were placed crosswise in front of the boiler. The front of the engine was mounted on a single wheel in the center of the frame, and it served for a turntable, enabling the engines to be turned in their own length. The steam cyl-

inders were 10 inches and the pumps 5 1-2 inches in diameter by 12-inch stroke. They weighed about 11,000 pounds each. Steam was raised from cold water in five minutes, and they threw a one and one-fourth-inch stream 250 feet horizontally. They were powerful and durable machines, and did active and continuous service for twenty years after. With the addition of these steamers and the completion of the Gamewell fire-alarm system February 22, 1858, the new department was greatly strengthened. The alarm system was then in an experimental stage, having had but a few months' trial in Boston, St. Louis being the second city to try it. Although its construction and the appliances used were somewhat crude and primitive, a short trial demonstrated its great usefulness and proved it to be one of the most important adjuncts ever introduced in the fire service. It has since been vastly improved and is universally used throughout the country. It was constructed by Gamewell & Co., of New York, and cost the city $23,000. (See "Fire Alarm System.") With the telegraph completed and the addition of the three new steamers the department was greatly strengthened, and by its systematic, orderly and effective work rapidly gained the confidence of the general public. The Board of Underwriters of the city took a deep interest in its welfare, and gave it their hearty support from its inception. In April, 1858, after a few months' trial of the system, the Underwriters made a proposition to donate two new engines to the city if the city would buy one. This was readily agreed to, and on May 3d the contract was made with the builders. The first of these arrived June 30th. It was named "Missouri No. 5," and was stationed on Seventh, between Pine and Olive, in the quarters of the volunteer company of the same name and number, that company having disbanded a short time previous. Mr. P. W. Branson, a prominent member of the old "Missouri," was appointed captain of the steamer. The second arrived in August following, and was named "Underwriter No. 6;" it was stationed in the Phoenix house, on Broadway, near Park Avenue. Both of these engines bore a silver-plated inscription on their cylinder heads, "Underwriters' Gift to the City of St. Louis." The third arrived in September of the same year. It was called "Deluge No. 7," and was stationed on Market, between Fourteenth and Fifteenth. On the forward wheel-house of this engine was inscribed the timely and appropriate motto, "Veni, Vidi, Vici," for from that time forward the opposition of the volunteers ceased. Many joined the new department; others gave up the struggle in disgust and retired. One by one the companies disbanded, sold their property and divided the proceeds. While the contest was at its highest the volunteers were in the habit of displaying placards bearing various mottoes, one of them being calculated to give offense to the paid men, reading thus: "Public servants, not hirelings." The paid men were equal to the occasion, and each of the steamers bore mottoes. The Kyler's was "Lightning Line;" the Union retained the old motto of that company, "In Union There Is Strength;" the Davis Moore had "A Dead Open and Shut;" the Missouri was "A Sure Thing;" the Wimer, "E Pluribus Unum," and the Deluge, "Veni, Vidi, Vici." The department was now very well equipped, and was regarded as having reached the highest state of perfection; and so it had, when compared with the volunteer department. The quarters of the companies were much too small and illy adapted to the purpose. The ceilings were too low to admit the engines with stacks erected, and they were hinged at the back and lowered, resting on an iron fork while in the house. On leaving quarters the stoker would raise the stack, with the aid of the fork, to a perpendicular position, and the engineer would fasten it with guy lines in front. Attached to the rear of the engine, like a trailer, was a two-wheeled cart called a "dinkey," in which a supply of coal for the engine was kept. These were not used long, however, as it often occurred that, after making a run, nothing was left but the "dinkey," the coal having been strewn along the street on the way. The horses were stabled in the rear of the engine room. The harness of each was hung on pegs at the rear of the stalls. On receipt of an alarm the men rushed to the stables, harnessed and bridled the horses, led them to their places and "hitched up." In those days it was considered fast work to hitch up and leave the house before the last round of the box number was struck, which operation required about two or three minutes. With the present appliances twenty seconds is only average time for the same performance. The engines were drawn by four horses driven by a "jerk line" in the hands of

the driver, who was mounted on the near wheel-horse. This line was attached to the bit of the near lead-horse. A steady pull on the line turned the leader to the "haw"—left—and a series of jerks to the "gee"—right—side. Much, therefore, depended upon the intelligence of the leader, who guided the whole team by means of a "jockey stick" attached to the bit of the "off" leader, pulling the latter "haw" or pushing him "gee" as required. It was a thrilling sight to witness those ponderous engines making a run driven in this manner, with the horses going at full gallop and urged on by the driver's "black-snake" whip. The hosecarts were drawn by one horse, and were a cumbersome affair, mounted on two large wheels and devoid of springs. They weighed about 4,000 pounds each with full equipment of hose and two men. They were fittingly termed "horse-killers." The horses used by the department were the best that could be found in the market, as the heavy apparatus and the long distance traveled made this imperative. Company districts were unknown then; every alarm given in the city was responded to by all the steamer companies. September 14, 1858, the department celebrated its first anniversary and the downfall of the old system by a grand parade. The engines were burnished and profusely decorated with flags and flowers, and, preceded by a band, the procession passed through the principal streets amid the plaudits of admiring citizens. The parade closed with a "squirting contest" at Broadway and Pine. No further additions were made until September, 1859, when a hook and ladder truck was put in service. The wheels and gear were made by J. & B. Bruce, of Cincinnati, and the ladders by mechanics in the department. It was an unwieldy piece of apparatus, but withal rendered good service. For a steering device it was provided with a pole attached to the rear wheels, and in turning corners the tillerman was obliged to dismount and turn it by hand. When again straightened out he would mount the truck and fasten the pole with a strap. In December, 1860, the old Union steamer, having become badly out of repair, was discarded and replaced by a third-class Neafie & Levy, Philadelphia, engine. Nothing of special interest occurred in the department until September, 1862, when Chief Sexton and Secretary Tennille were removed on account of their supposed Southern sympathies. They were succeeded by George N. Stevens as chief and Charles H. Tilson secretary. Mr. Stevens served until January, 1867. During his term two Silsby rotary engines were purchased, the "Veto No. 8" and the "John F. Thornton No. 9." The former was stationed on Twelfth and Salisbury, the latter on Barton and Bismark. In October, 1866, the department bought the first and only self-propelling steamer ever used here. It was called the "Hampton Woodruff No. 10," and was some time after stationed on Jefferson Avenue and Walnut. It was drawn by horses until sufficient steam was raised to propel it, after which the horses were used to guide it. It was known as the "Grasshopper," from the resemblance in its outlines. While at work at fires the rear wheels were jacked up and served as fly-wheels. It was a powerful machine, but the propelling feature never proved a success. It remained in service until 1875, when it was wrecked and replaced with a modern engine. Stevens was succeeded as chief by A. C. Hull in January, 1867, who served until the following May, when John W. Bame replaced him. During Bame's term a new hook and ladder truck was bought to replace the old one. It was named "W. T. Sherman" in honor of the famous general. H. Clay Sexton again took command of the department in 1869, having been appointed by Mayor Nathan Cole. He was induced to accept the position at the earnest solicitation of the Underwriters, who paid him a salary of $3,000 in addition to the $2,000 paid by the city. During his second term many additions, changes and improvements were made in the service. In October, 1870, the first improved "Ahrens" engine was bought. It was a new departure in engine building. It was considered a "wonder" because of its light weight and great throwing powers and rapid steaming qualities. It weighed 7,200 pounds, raised steam from cold water, draughted water from a cistern, and played a stream through 100 feet of hose in three and a half minutes. It threw a one and one-quarter-inch stream 275 feet horizontally. This same engine is now doing duty in the department as a reserve engine. Christ Ahrens, the builder, succeeded the Latta Brothers after their retirement. He had served his apprenticeship with that firm, and, after acting as superintendent, finally became head of the firm. He is now president of the American Fire Engine Company, composed

of the Ahrens, Silsby, Button, and Clapp & Jones Companies. All the engines now used here are of the Ahrens pattern, though of much improved style. In July, 1871, an engine company was put in service at Carondelet, and the Union No. 2 was transferred there. In 1872 three new companies—Nos. 12, 13 and 14—and one truck were added. The month of December, 1872, will long be remembered by the older firemen and citizens generally. The epizootic swept over the entire country, disabling all the horses and mules. Every business requiring their use was almost entirely suspended for several weeks. The department hired 350 extra men to pull the apparatus to fires. This compulsory resort to the old system was a revelation to the regular men that they did not relish. The weather during its prevalence was very cold, and quite a number of fires occurred, causing much suffering among the men. In 1873 three new companies were organized—Nos. 15, 16 and 17. In October, 1874, the National Association of Fire Chiefs held their convention here. A large display of engines, hose, trucks, chemical engines and other appliances was made at the Fair Grounds during the session. All the prominent chiefs of the country were in attendance. The "Skinner Aerial Truck," a new departure in the hook and ladder service, arrived at this time. It had been previously contracted for by the department and was immediately put into service on Seventh, between Pine and Olive, this city being one of the few using such trucks at that time. It was an awkward, unwieldy contrivance, requiring great care in its manipulation, but it rendered invaluable service at the Southern Hotel fire in April, 1877, enabling the department to save many lives that, but for its use, would have been lost. In 1875 Chief Sexton determined to replace the old and heavy engines with lighter and more improved machines, but being unable to secure the necessary appropriation from the city authorities he appealed to the State Legislature and succeeded in having an act passed by that body authorizing the city to issue $100,000 in bonds for that purpose. With the funds thus acquired most all of the old apparatus was discarded and replaced with new. On February 6, 1877, the board of engineers was abolished and the management of the department vested in the chief, under the provisions of the Scheme and Charter adopted by the city.

The decade following the great fires of Chicago, Boston and Portland aroused the energies of the firemen of this country to make extraordinary efforts to strengthen the departments in equivalent and to improve the methods and appliances in every possible manner. This set busy hands and minds to work all over the land to solve the problem, and the result is that in that period of time marvelous changes and improvements were made, almost completely revolutionizing former methods. Among the first things to which attention was given was the reduction to the minimum of the time required by a company to hitch up and leave quarters. To accomplish this stables were rearranged, facing the horses toward the apparatus, which was so placed as to leave passages for the horses to run through. Chains were placed in front of stalls, which were at first dropped by hand, but afterward automatically with the alarm. Next came the sliding poles for the men to descend from the bunk-room. After this the "joker" or register was brought into use, giving the location of fires far in advance of the old method. Front door openers and arrangements for turning up house lights followed. Heaters were attached to the engines, keeping the water always at the boiling point; then the swinging harness, relieving the poor horses of the burdens of carrying, night and day, the heavy harness. Engines, reels, hose wagons, aerial ladders, chemical engines were simplified and improved. Siamese outfits for concentrating the power of several engines into one large stream were introduced, and the water tower, for delivering it at great heights, together with "shut-off nozzles," relief valves—in fact, even the minutest details were not overlooked. At the burning of the Southern Hotel, April 11, 1877, with its great loss of life, it was demonstrated that the life-saving appliances of the department were inadequate. This led to the introduction of the Pompier system of life-saving corps, similar to the European plan. Colonel E. D. Meier, of this city, and several other citizens raised a fund with which to organize and equip a volunteer corps. After a few weeks' practice a public exhibition of its workings was given at the Peper warehouse, on Twelfth and Market Streets, and the trial was so satisfactory that it was adopted permanently by the department in December of that year. Trucks Nos. 3 and 4 were supplied with the

outfit, and Christ Hoell, William Ruetz, George Dauber and J. Pillman, of the volunteer corps, were appointed members of the department. Mr. J. Toensfeldt, a prominent Turner, was appointed drill master for three months. After his retirement Christ Hoell succeeded him as instructor. He had been a member of a corps in Germany, knew its workings thoroughly, and had designed and assisted in the manufacture of the ladders and appliances here. He patented many of these and sold complete outfits to all of the leading cities, which have since adopted the system. In 1883, by request of the fire commissioners of New York City, he was granted three months' leave of absence to accept the position of instructor for the corps organized there. At the expiration of the engagement the commissioners urged him to accept a permanent position there, which he declined, preferring to return to this department. He, together with B. McKernan and F. McDonnel, was killed by falling walls on Second, near Washington Avenue, in August, 1887. In the summer of 1878 a Firemen's National Tournament was held in Chicago, at which a large purse was offered for the best drilled Pompier corps. A team of eight men from this department competed for it, and won the first prize easily. Sexton served as chief until May, 1885, when he resigned and was succeeded by John Lindsay, his first assistant. During Lindsay's term engine companies Nos. 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, and hook and ladder trucks Nos. 6, 7, 8 and 9 were put into service, together with several combination hose wagons with chemical tanks, and in December, 1890, a Hale water tower was added.

In November, 1885, the Firemen's Pension Fund was organized. Mr. Lindsay took an active interest in its formation. Its first officers were John Lindsay, president; E. J. Gross, secretary, and F. F. Espenschied, treasurer. All members of the department contributed by initiation fees and monthly dues, and entertainments were given yearly, to which the public contributed very liberally. In nine years the association paid out $30,000 in benefits to the widows and orphans of deceased firemen, leaving a surplus of $85,000, which amount was turned over to the board of trustees provided for its management by an act of the Legislature. The present surplus is $106,377.77.

Mr. Lindsay was retired May 15, 1895, being succeeded by Charles E. Swingley. Since that date engines Nos. 33, 34, 35, hose companies Nos. 36, 37, and trucks Nos. 10 and 11, and water tower No. 2 have been added. The present equipment consists of 35 engine companies, 2 hose companies, 11 hook and ladder companies (6 of which are of the aerial pattern), 2 water towers, 9 combination hose wagons, 9 combination hose reels, 20 hose carriages, 9 fuel wagons, 4 chemical engines, 8 reserve engines, 2 reserve trucks, 8 reserve hose reels, 8 hauling wagons, 12 officers' buggies, 225 horses, 50,000 feet of 2 1-2-inch rubber hose, 16,000 feet cotton hose, 4,000 feet of 1-inch rubber hose, 12 officers and 463 men. The annual cost of maintenance is $653,300. The officers are as follows: Charles E. Swingley, chief; E. J. Gross, first assistant; Thomas Rucker, Thomas Maines, J. F. Barry, Benjamin Fath, William Hillenkoetter, A. Coughlin, August Thierry and William Busch, assistant chiefs, and C. T. Moss, secretary. Following is a list of assistant chiefs since the organization of the paid fire department: Richard Beggs, appointed September 14, 1857, died August 4, 1881; John W. Bame, appointed September 14, 1857, died September 17, 1887; Jacob Trice, appointed May 10, 1867, died March 1, 1879; John Lindsay, appointed February, 1876, promoted to chief May, 1885; John W. Shockey, appointed February, 1876, killed October 2, 1881; M. J. Brennan, appointed November 21, 1877, resigned; M. J. Hester, appointed August, 1881, resigned June 1, 1895; E. J. Gross, appointed October 3, 1881; Thomas Finnerty, appointed June 19, 1885, resigned June 1, 1895; John F. Barry, appointed January 1, 1886; Thomas W. Rucker, appointed May 22, 1887; Benjamin Fath, appointed April 13, 1888; Andrew Coughlin, appointed August 1, 1892; Roger Walsh, acting assistant chief, appointed August 1, 1892, resigned June 1, 1895; C. E. Swingley, acting assistant chief, appointed December 18, 1893, promoted to chief May 15, 1895; Thomas Haines, appointed June 1, 1895; William Hillenkoetter, appointed June 1, 1895; August Thierry, appointed August 1, 1896, and William Busch, appointed August 1, 1896.

EUGENE J. GROSS.

Fire Department, Volunteer.—The date of commencement of any effort looking to the extinguishment of fires in the village

of St. Louis can not be arrived at with certainty, though early in the century we have evidence that parties, generally well known citizens, made it a practice—as has been done from time immemorial in all small places too poor to have a regular apparatus—to attend all conflagrations in a neighborly way, laboring to the best of their ability. It was not until the year 1822, the date of recognition by the Legislature of the town of St. Louis as a city, that any officially organized effort was made in this respect. One of the first measures put on foot by the new city government was the appointment of a number of prominent citizens in each ward—then three in number, the northern, central and southern—whose duty it was to attend all fires occurring in the embryo city, and the passage of an ordinance for the purchase of the necessary equipment. Such equipment consisted of a strong leathern bucket and a badge, or frontispiece, of white muslin, such badge being of sufficient length to reach around an ordinary hat, semicircular in form at the top, with the name of the district painted thereon, and with tapes attached for the convenience of tying. The Veteran Volunteer Firemen's Historical Society has in its possession one of these buckets, dating back to 1791, formerly an heirloom in the family of one of its members. They were all made on the same pattern and all of sole leather. On the occasion of an alarm each designated person was expected to go to his home with all speed and secure his bucket. It might be in the cellar, where the children left it the last time they played "fire," or his wife might have mislaid it; but, attaching his badge to his everyday hat and securing the bucket, he hastened in the direction of the blaze, and on arrival formed a link in the human line which conveyed the water from the nearest well or cistern. Three years before this date, however, efforts had been made to secure regular apparatus in place of the ladder and buckets. Early in 1819 William P. Anderson and others raised the necessary amount by private subscription for the purchase of two small rotary engines in Cincinnati, and up to 1826, they were utilized by citizens in general and by the members of the two companies which were formed shortly after their arrival. The North Fire Company organized May 20, 1820, and the South Fire Company in August following. These engines were housed in barns or outhouses, and fires being very infrequent, were neglected to the extent of rendering them unreliable in case of need of their services. This fact rather discouraged the members of the two companies above mentioned and they went out of existence some time before the formation of the next company, called the Phoenix Fire Company, in May, 1826, under the following act of the General Assembly, passed as an act supplementary to the act incorporating the town of St. Louis, namely:

"Section 3. Be it further enacted, that the board of aldermen shall have the power to organize and establish fire companies in the city of St. Louis, and the members thereof shall be exempt from all military duty in time of peace." Approved February 19, 1826.

The following ordinance was then passed, authorizing the citizens to form themselves into fire companies:

"Be it ordained by the mayor and board of aldermen of the city of St. Louis: That the citizens be and are hereby empowered to form themselves into fire companies, one company to each ward, to consist of residents of that ward; and that no person shall become a member of any company who shall not be twenty-one years of age. Be it ordained that the number of members shall not exceed at any time seventy-five, and that as soon as fifty shall have subscribed their names a meeting shall be called and officers appointed, which, if approved by the mayor and board of aldermen, shall be deemed to have the force and effect of an ordinance until repealed.

"Passed by the board of aldermen, September 10, 1825.

"Joseph Charless, President.
"Wm. Carr Lane, Mayor."

In May of the following year a call was issued under the above, and a large number of subscribers convened at the Baptist Church on the 2nd day of June following. Josiah Spalding was called to the chair, and Wilson McGunnigle was appointed secretary. A committee was appointed to draft a constitution and by-laws, consisting of Wilson McGunnigle, Charles Wahrendorff, Edward Charless and Charles Spalding, the result of which action was the passage of the following ordinance by the city fathers:

"Whereas, an association of the Middle Ward, styled the Phoenix Fire Company, have submitted a constitution and by-laws: There-

fore, be it resolved, That this board do approve the constitution as subscribed and constitute the same as a fire company for said ward, and said company shall have charge of the engine now in the Market House."

The officers elected to serve the first year—and, in fact, the only officers ever elected, as the company existed but a short time—were as follows: President, Bernard Pratte; secretary, Wilson McGunnigle; captain, Christ M. Price; lieutenant, John Simonds; first engineer, Ames Hill; second engineer, John L. Sutton; first director, Henry von Puhl; second director, Thomas Anderson; third director, John H. Gay; fourth director, Charles Wahrendorff. The roster of members consisted of sixty-five of the most prominent residents of the young city—now all passed to their reward. "The engine in the Market House"—which latter was situated on the block bounded by Levee, Main, Market and Walnut Streets—was one of the two acquired in 1819, and was called the "None-Such," a very appropriate name, for upon every occasion in which she was called into service, she either refused to work when in apparent condition, or broke down when otherwise, the oft occurrence of which so disgusted the parties having her in charge that they ceased taking her out of the house and went back to the "good old way of extinguishing a fire with buckets." These engines are now difficult to describe, the oldest inhabitant's recollection being of a square box of the dimensions of six by three feet, on wheels, said wheels being not over eighteen inches in diameter, the whole being painted red and black, the internal pumping machinery being worked by large iron fly-wheels, one on each side, revolved by the hands of persons standing on the ground, communicating the power through cogs.

In 1829 another effort was made to utilize these engines by the formation of an other company called the St. Louis Fire Company, the membership of which was, in a great measure, the same as the Phoenix; but after a very short lease of life it died out like its predecessors. The "None-Such" bore her name with distinction until time called in her accounts. Those who remember her can not but wonder at the immense strides which have been made in everything pertaining to the fire service. Place an Ahrens engine of to-day alongside of the "None-Such," if such a thing were possible, and the attitude of the poles would be nearly realized. "Fighting the devil with fire" never entered the human mind at this date; and, in fact, steam as a motive power was in its swaddling clothes, Fulton's first steamer having made her trial trip shortly before the "None-Such" was built. The principle of "Similia similibus curantur," as applied to the extinguishment of fires, was not evolved from the brain of Abel Shawk until 1853. The hand-engine had been brought to near perfection when thus superseded, and the steamer of to-day is nearly so; and it is not a great stretch of the imagination to say that the young man of to-day will see another revolution as great. Electricity is revolutionizing the world; it enters largely into the fire service now, and will eventually supersede the fire steamer.

Before closing the records of these several attempts to run regular companies, there is appended a list of fines imposed: "For every absence from a fire, captain or senior officer, $5; engineers, $3; directors, $2; secretary, $1.50; hook, axe and ladder men, $1.25; all other members, $1; provided that any fine may be remitted upon good cause being shown, and provided, also, that any member who shall be the owner of any building within the limits at the time of the imposition of such fine shall be charged double the foregoing rates." As will be readily seen, a careless fireman of that period paid dearly for being so, and what effect such heavy penalties had upon the membership can only be conjectured.

Thus matters stood until the spring of 1840 when, the city having grown apace, and the bucket brigade having of late proved inadequate to its needs, Daniel D. Page being mayor and governing the city in connection with a board of nine aldermen, an ordinance was passed to commission Martin Thomas to proceed to the East, vesting him with powers for the purchase of another engine. The population of St. Louis at that time amounted to 6,500 souls, and the limits extended to Cherry Street—now Franklin Avenue—on the north, Elm Street on the south, and Fourth Street on the west. One must remember that a trip to the East in those days was not the bagatelle of a few hours' ride, as at present, but an undertaking involving at least two months of time. No railroads then—no forty miles an hour; but a steamboat trip up the Ohio to Pittsburg, then a horse-back jaunt or a stage-coach ride of some hundred miles, or a canal-

boat sojourn of a week or so, the invariable result being a heartfelt desire on the part of the sufferer that he were at home and could stay there. Mr. Thomas, however, cheerfully undertook the task, the result of his labors being the advent, in the fall of 1832, of a small "brake" engine, which at the present day would be rated as fourth class, manufactured by John Agnew, of Philadelphia, and named the "Pat Lyon," in honor of the then prominent ironmonger of Pittsburg. In the meantime a company had been formed to man the engine on her arrival, the originators being Thornton Grimsley, E. H. Beebe, George K. McGunnigle, Charles F. Hendry, Thomas Andrews and Edward Brooks. This engine arrived early in the fall and the first test of her fitness for service, considering the scanty water supply, took place soon after her arrival, at the southeast corner of Third and Market Streets, taking her water from the cellar of Grimsley's Hotel, which stood upon the original site of the Baptist Church. Our old friends, the "rotaries," were on hand also, and the announcement of the trial, on a beautiful afternoon in October, brought forth almost the entire population, and much interest was manifested when one of the rotaries was put to the test, resulting in her discomfiture by the breaking off of the cogs at the fourth or fifth revolution—the break being caused by rust and neglect—and both were put aside. The Agnew proved satisfactory to the members of the "Central," as the new company was called, and which proved to be the first of any permanency. What became of these rotaries it is difficult to discover, the prevailing impression among the old firemen being that the broken one was entirely discarded, and the other one used by the Union Fire Company pending the construction of their regular engine; and then both being ingloriously sold as old iron. The Agnew engine was a small affair, of six-inch pumps, seven-inch stroke, with "gallery," "brakes," and "footboards," the latter having a capacity of five men each, while the lower brakes could accommodate an equal number. The members of the Central's first step was to increase her brake power by lengthening the arms and footboards, the consequence of which action was that at any attempt to work her at a fire she jumped and rocked to such an extent that chaining her wheels together had to be adopted and the greatest care exercised to prevent her going on her beam ends. These difficulties soon convinced the members that they ought to have a better engine, and they succeeded in obtaining an order from the city fathers for another, in the summer of 1836. The new engine soon arrived, supplanting the "Pat Lyon," the latter falling into the hands of the city, where she ever afterward remained, being used by one and another company during the completion of their regular apparatus, until the year 1850, when she was turned out upon an open lot on the corner of Third and Spruce Streets, where decrepitude from long service and the elements soon made short work of her. She was the best known of all the engines in the department, having gone through so many hands and fulfilling the old adage: "A friend in need," etc. Late in the fall of 1832, a short time subsequent to the trial mentioned, the fever of "running wid de masheen," having spread throughout the city, culminated in the formation of a company called the Northern Fire Company, their location being in the northern ward. Its membership was composed mostly of Irish citizens, backed by influential Americans, large property owners in the vicinity of Fourth and Washington, the site pitched upon for housing their apparatus being a lot on the east side of Third Street, just north of Washington Avenue, removing subsequently to the west side, one-half block below, where they remained up to the time of their dissolution in 1855. They subsequently took the name of Union No. 2. The Southern Fire Company afterward took the name of Washington No. 3, their membership being, with few exceptions, made up of German and French citizens. This company was organized in 1833, and first located on the east side of Second Street, south of Spruce, removing in 1835 to Spruce, midway between Second and Third Streets, and again in 1852 to the west side of Third Street, a few doors south of Elm. They were considered the protectors of the southern portion of the city, though in after years there was a company a mile south of their location. In the spring of 1839 the St. Louis Fire Company was organized, their first location being a one-story frame shed on the northwest corner of Fourth and Locust Streets, removing, in 1841, to the southeast corner of Third and Locust Streets. The membership of this company was made up almost exclusively of clerks, young mechanics, etc., the preponder-

ance being parties in the higher walks of life. In the fall of 1839 Missouri No. 5 was formed by a number of business men, merchants and their employes, they sharing the same shed in which the St. Louis was domiciled. In 1841 Missouri No. 5 removed to the east side of Third Street, just south of Ludlow & Smith's Theater, which stood on the southeast corner of Third and Olive Streets, where they remained up to the year 1852, when they again moved to the east side of Seventh Street, three doors south of Olive Street, where they disbanded. In 1842 a company was formed principally from the employes of Gaty, McCune & Company's foundry, the firm building their first engine and the location selected being a lot donated by the city on the southwest corner of Third Street and Franklin Avenue, which they occupied up to the date of dissolution in 1858. The next company to come forward as a champion of public safety was Phoenix No. 7, composed mainly of German citizens, who had settled quite a distance south of No. 3, domiciling themselves, in the spring of 1853, in a one-story frame building situated at the junction of Second and Fifth Streets and Carondelet Avenue, subsequently moving across Fifth Street opposite. In the winter of 1847 the citizens of the northwestern portion of the city felt the desideratum of a fire organization in their quarter, and formed Franklin Fire Company No. 8, housing their first apparatus in a shed in the wagon-yard of Fred. Lauman, situated on the northwest corner of Eleventh and Franklin Avenue, removing thence to the west side of Eleventh Street, north of Wash Street, where they dissolved. The members of this company were also German citizens—"wooden shoes," as they were derisively called—with few exceptions, developing into a very active company. Next in order was Mound Fire Company No. 9, composed of Americans principally, residents of the northeastern portion of the city, their first location being on Howard Street, east of Broadway, on the south side; their second and last, west side of Broadway, south of Brooklyn, just opposite the mound which gave St. Louis the sobriquet of "Mound City." They were followed by Laclede Fire Company No. 10, in a quarter of the city sadly needing their services, their original location being the south end of Lucas Market—which stood in the center of Twelfth Street, between Olive and Chestnut Streets, removing thence to the carpenter shop of their president, on the west side of Sixteenth Street, north of Chestnut, and again, in 1850, to the north side of Market Street, three doors east of Fifteenth. The membership was composed of firemen, members of other companies, who, on moving into that neighborhood, had resigned from their former companies. There were never any hose companies proper in the department, each company including its own hose service; and the only hook and ladder company ever in the department was Lafayette No. 1, instituted in 1852, their original location being on the east side of Eighth Street, south of Washington Avenue, making several changes during their career, and dissolving in 1858. But one other company may be mentioned, closing the record of the Volunteer Fire Department: "Good Will Fire Company No. 11," located on the north side of North Market Street, east of Broadway. They were an off-shoot of several of the old companies and born of the violent opposition of the volunteers to the establishment of the paid department. After an existence of a few months they succumbed to public opinion and returned their borrowed apparatus to their respective owners. Two prominent auxiliaries, however, to the system employed in the extinguishment of fires deserve a place alongside the regular organization, the Fireman's Fund Association, organized in 1841, and the Fire Wardens, instituted in 1844. The former was an institution on the benevolent plan of creating a fund for the relief of sick and disabled firemen and their families, the membership of which was open to any fireman in good standing. On the payment of $1 a year, his family was the recipient of $6 a week during sickness or disability, and in case of death occurring, a sum suitable for funeral expenses, besides a monthly compensation to the widow during life. This association is still in existence in the paid department, having been transferred on the dissolution of the volunteers, and is in a flourishing condition. The Fire Wardens were an association of gentlemen in the interest of the underwriters, whose aim was the protection of goods from injury or loss by fire and water, the position so ably filled at present by the Salvage Corps. The inducement to membership in this organization was immunity from jury and military duty, and many of our prominent citizens availed themselves of its privileges. They

were in existence up to 1890, doing no duty after the introduction of the Salvage Corps, but keeping up their organization for the purpose of being a support to the Firemen's Fund, four-fifths of the annual dues being paid into the latter's treasury. A late Legislature, in view of the fact of their doing no duty and their supplantment by a better organization, repealed the clause exempting them from jury duty, which repeal has been twice tested of late before the courts; the first, in the Court of Appeals, being decided against the recalcitrant member for contempt, and the last, before the Supreme Court, being decided in favor of the claimed exemption, in so far as applied to the volunteer firemen only. This clause, of which mention has been made, was an act of the Legislature, approved in the year 1845, exempting "all firemen while in the discharge of their duty, from all jury and military service," and empowering the president and secretary of each company to issue a card of seven years' membership to all such as had fulfilled said requisite amount of service, which card would forever exempt them from said duties. Much indignation was expressed on the part of the old firemen at the action of the Wardens in keeping up their organization, as they were jeopardizing the exemption which most of them possessed, they prizing the latter above all pecuniary consideration, not only as an exemption from a disagreeable but "unalienable right of every citizen," but as a trophy of long years of ceaseless vigil and labor in the cause of protection to the property of their fellow-citizens. No feeling would have been engendered in this matter, but from the fact that the judges included the firemen's cards, and several of them served on juries, being too timid after the finding of the Court of Appeals to assert their right, but the Supreme Court righted them, to their immense delight and relief.

A few words may be added in relation to the workings of the department. First, as to their organization; second, their means of sustenance, and lastly, as to their efficiency, viewed in the light vouchsafed on the subject at the present day. In entering upon this elucidation, the first subject presenting itself is the water supply. The city up to the year 1846 possessed a small reservoir of the capacity of half a million gallons per diem, the site of which was where is now the southwest corner of Collins and Bates Streets, while the "plug" privileges amounted to a standpipe enclosed in a cast-iron cylinder, eighteen inches in diameter, by a height of three feet above the sidewalk, surmounted by an urn and having two openings of two and one-half inches in diameter each. These plugs or hydrants were distributed through the business portion of the city, at a distance of every three blocks, or about one thousand feet apart, and were a familiar object to all the inhabitants up to the year 1860. The last to pass away was one which stood on the southeast corner of Sixth and Olive Streets. The largest diameter of pipe in those days was only nine inches, and it was not until the advent of the steam engine in 1856 that the city fathers concluded to adopt the underground plug, of which there is now one on every corner in the district bounded by the levee and Twelfth Street and Chouteau and Cass Avenues, and one on every other corner in the city. The diameter of the pipe has also been increased, now reaching a maximum of three feet, while the present water works contribute a daily quantum of sixty million gallons of clear water in place of the half and half mud and water of the old regime.

The organization of the different companies was as follows: All of them had the same constitution and by-laws, with trifling variations, and each had its president, secretary, treasurer and board of directors. Some few had a captain and chief engineer in addition. The members were divided into enginemen, hosemen and pipemen, and besides the regular armament of an engine and four-wheel hose-reel, each had a light two-wheeled tender or plug-catcher. The members, instead of being a separate organization, generally consisted of the more youthful members, constituting a company within a company, whose duty it was to be on hand at all times, in order to secure, in case of fire, the best obtainable position by an early arrival at the nearest plug. These volunteer hose companies, combined with others, which several of the companies adopted, whose province was to follow the engine, carrying the needed amount of "leading" hose, were the nucleus or training school for young men and boys to eminently fit them at their majority to be the best and most efficient of firemen; and so valuable were the services of these boys considered that the Veteran Firemen's Historical Society recognizes their claims to membership as volunteer firemen. Fanciful names were adopted for these plug-catchers; No. 1's being "Shanghai;" No. 2's,

"Greyhound;" No. 3's, "Wild Pigeon;" No. 4's, "Tiger;" No. 5's, "Snatcher;" No. 6's, "Grey Eagle;" No. 7's, "Fashion;" No. 8's, "Reindeer;" No. 9's, "Peytona;" and No. 10's, "Fairy." These companies consisted of an average of twenty men, and were considered the flower of the organizations, to which they belonged; and no efforts were spared to make them all that practice and emoluments could accomplish in the matter of speed, vigilance and efficiency. Many of them had a regular system of prizes, given to the member taking out the tender the greatest number of times in stated periods, quarterly, semi-annually, or annually, and nearly all of them practicing speed at stated meetings for such purpose. The only record obtainable at the present time is that of the "Greyhound," whose time on Washington Avenue, from Seventeenth Street to Third Street, with twelve men on the rope, was just inside of six minutes, a distance of one mile.

The question of finance was one which never presented any serious difficulty, the main reliance being upon the generosity of citizens at large, and particularly the property owners in the district guarded by each individual company. Means could always be obtained to apply to any object by balls, concerts, tea parties and individual subscription and gifts. The underwriters were also always generous in their contributions, and it will be conceded by all the old firemen that being out of funds was an exceptional condition. The engine houses belonged to the companies, as did their apparatus. The latter was of the best, and the houses were all comfortable and supplied with every convenience—bells, hose-towers, etc.—and most of the halls or meeting places in them were lavishly furnished with all that taste or utility could desire, while some of them were truly regal, the finest of them all being the beautiful Gothic structure erected by Union No. 2. This house was the model one of the city, and was designed and built by William Crane, who afterward made so brilliant a reputation as an architect in San Francisco. The appointments were first class in every particular; beautifully frescoed ceilings, velvet carpet, medallion pattern; the finest chandeliers obtainable, and antique carved oak furniture, manufactured expressly to suit the general character of the surroundings. A magnificent stained-glass window, reaching from floor to ceiling, adorned the eastern end of the hall, in front of which extended a delightful balcony; a cosy place for an evening reverie, or for the use of lady friends of the members in viewing parades, etc. St. Louis being built principally upon the banks of the river, and of very narrow breadth, the majority of the engine houses were located on Third Street and Broadway, the former extending from the southern limits to Green Street, now Lucas Avenue, and then taking the name of Broadway to the northern limits. This thoroughfare was the main artery of the city from north to south, and six of the engine houses were but a few blocks apart, while two more were further away at each end, necessitating the greatest vigilance on the part of each to prevent surprises and to obviate the disgrace, as it was considered, of being "passed in the house." Particularly was this the case with the hose companies. Their proximity to one another, should they escape being passed in the house, nearly always was such as to cause the most exciting contests of speed, and some one was generally passed on the street, but it was not considered so humiliating to be beaten in a fair race, as to be caught napping. These oft recurring contests were the inexhaustible theme of comment and glorification in the engine houses. The distance from the "Mound" on the north to the "Phoenix" on the south, was two miles and a quarter, four companies being on either side of a common center, which would be Olive Street.

Toward the year 1851 two causes militated against the further successful prosecution of the extinguishment of fires by the volunteers. The first and prominent one was the acquisition, from time to time, by the different companies of a lot of refugees from justice and chronic roughs from the departments of the Eastern cities. The typical "B'hoy" or "Sykesy" was unknown in the department up to this time, but unfortunately transplanted himself from a clime, where his safety and the wholeness of his skin were in jeopardy, to "the West," where he would be unknown. But, alas for human calculation; the inherent "cussedness" of their natures did not allow them to remain in obscurity any length of time, for, as a general thing, they were the best known characters in the city within a few months subsequent to their arrival. These parties soon changed the aspect and personnel of the department from a band of friends and brothers into a gang of rowdies, rioters and

thieves, and to this cause alone can be attributed the dissolution of the Union Fire Company in 1855, and a consequent introduction of the paid department immediately following, wrecking the entire department. The character of "Mose," an exaggerated type of the New York rowdy and ruffian, and not of a fireman, though habilitated as such, contributed largely to give "eclat" to the sayings and doings of these new acquisitions, and went very far in moulding the characters of the younger members. The other cause which contributed largely also to the change in the personnel of the membership was the passage through the council in 1850, and during the administration of Mayor Kennett, of an ordinance appropriating the sum of $1,000 annually to each company, the immediate result of which was that all the wealthy citizens, who had heretofore countenanced them with their contributions, withdrew their support and this took away their moral influence, or, in other words, their respectability or prestige, so much to be depended upon in the prosecution of their charitable work. Only one company refused to accept the stipend, the Union No. 2, relying upon the support of their many friends, never regretting the view which they had taken of the passage of the ordinance as to its results. Still another source of mischief, too much indulged in, was the turning in of false alarms, "just for a run, you know," often ending in disreputable scenes and lasting animosities.

As may be imagined, the dissolution of the Union Fire Company and their introduction of the steam fire engine created the greatest consternation in the ranks of the remaining companies, and they immediately set on foot a tremendous opposition, succeeding for a time in stemming the formation of the paid department; but, luckily, there were, at the time, three old firemen, members of the city council, Daniel G. Taylor, of No. 2; Davis Moore, of No. 6; and George Kyler, of No. 8, who possessed the unprejudiced foresight to present a steam fire engine to the city upon easy conditions, and through their extraordinary efforts the bill to accept the steamer and organize a paid department was carried against the combined efforts of the volunteers, backed, as they were by the "old fogy" element. In recognition of the supreme efforts of the latter two gentlemen mentioned, the first engines ordered by the new department were named in their honor. Daniel G. Taylor was rewarded by being elected mayor of the city. This signal failure on their part only increased the opposition of the volunteers, who left no stone unturned to strengthen their own position and to throw every obstacle possible in the way of the modernizing of the department. They organized new companies, appointed a chief, and harrassed the workings of the steamers at every opportunity. An idea of this latter can be gained and the feelings of the volunteers arrived at in the following extracts taken from a paper read before the Firemen's Historical Society, by the late William P. Barlow, a member of No. 6:

"In the summer of 1858 I remember the heart-sick feeling engendered by the sight of the Washington engine, going up Fourth Street, on her first run in the hands of her new masters, behind a span of sorrel horses, driven by one of the new firemen. To see that beautiful engine, the joy and pride of the old men, hauled through the streets like a dray, was humiliating. And we were sure the old beauty felt her disgrace, for she refused to throw a decent stream when the 'hired' firemen, after a long delay, got to work; and on going home, she had a melancholy look, as if she would never be herself again. How could she, after years of petting and burnishing by loving hands, and after dancing through the streets behind a line of clean-limbed athletes, feel or look otherwise than like a tramp when trudging along mournfully behind those spavined sorrels? And with what glee did we run to fires and stand around watching those awkward 'hirelings,' making remarks about raising their wages when they reeled off hose wrong end first, or attempted to take a plug with the 'he butt!' During the first few months Clay Sexton had a hard time. But finally public opinion, led by the older business men and the more conservative firemen, came to his aid; steamers were bought, some of the volunteers went over to the enemy, and Sexton felt independent. The volunteer department was dead, but not buried, and I think it was about 8 o'clock in the evening one day in August, 1858, when most of the younger disbanded firemen were loafing, as usual, along Third Street, the bells rang for a fire uptown. Enough of the 'Tiger' boys were around the St. Louis engine house to take out the reel for a run, and at the first peal of those silvery bells every fireman from Locust to Franklin

Avenue cocked his ear, rolled up his pants, and jumped into the street. Billiard games were left unfinished; barber chairs, with a shave unfinished, were vacated; and, guided by a demon of unrest, a large crowd manned the ropes of the engine as she came up the street. Ben Case grabbed the horn, and that engine rolled up Third Street with a speed proportionate to the occasion. The fire was in an alley on Cherry Street, between Main and Second. The reel got the nearest plug, at the corner, and held it in defiance of the paid firemen. The engine got there before enough of them arrived to take the plug by force; two lengths of hose were reeled off, the engine was set, and we went to work, the brakes double-banked, and with plenty of reserves. I suppose the engine felt that this was her last chance for glory, as she threw a stream, as the boys declared, 'to beat any old blasted steamer out of sight,' and did it willingly and 'easy like.' The fire was nearly extinguished when, all of a sudden, she 'sucked dry.' In such a frightful emergency everyone knew what to do, without orders. Every head went down as if in prayer. But it was stones the boys were after; it was the other side that generally needed the prayers. Like well-drilled soldiers, we arose, each man clasping a 'dornick,' or brickbat, and, with Ben in the lead, rushed for the plug. And lo! there stood Clay Sexton and a steamer. We cared nothing for this, but behind him stood a lot of aldermen and councilmen, in broadcloth and silk hats, instead of the new firemen whom we expected to find. As Ben reached the plug and was on the point of disconnecting the steamer's suction, which had already been attached, Sexton raised his spanner and said: 'If you touch that plug I will break your head!' Ben, as you all know, was dead game on ordinary occasions, but the ponderous respectability of the crowd rattled him. In emergencies he who hesitates is lost, and Ben hesitated and a sickly grin spread over his features, and simultaneously a timid chill started down our backbones. As Ben's teeth slowly protruded through his lips the corpse of the volunteer department got both feet into the grave. As that solemn laugh approached his ears our courage—the heroes of a hundred battles as we were—painfully oozed away. And as Ben's head went down, conquered by the ponderous majesty of those well-fed stomachs and white shirt fronts, down went also the remains of the volunteer department, buried forever. We reeled up, manned the rope, silently went home, backed her in, left the wet hose on the carriage, turned out the gas, slammed the doors, and dispersed—a sad, broken-hearted crowd! And this was our last run. The more respectable members of our glorious old department had some time before gone over to the support of the professional firemen. We were only the dregs, as it were, and acknowledged ourselves to be only in the way at fires. In fact, that is what we went there for—to worry Clay Sexton and the new firemen. And although I was more than half ashamed at our conduct, I sometimes feel a regret to this day that we didn't 'clean the old man out.'"

In spite of all their efforts, however, they weakened, and at last gave up the ghost. The evident superiority of the new system being patent to a discriminating public and to the firemen themselves, they gradually wound up and disappeared from the scene of action, the last one to fade away being the "Central"—the first to appear in 1832, and the last to succumb in 1858. Some of them, actuated by the good of the public and recognizing the fact that they owed all their possessions to them, turned over their property to the city. Others sold out and greedily pocketed the proceeds; and one became so disgusted at the turn which affairs had taken their premises were discovered on fire one evening and everything that they possessed went up in smoke. On this occasion the building was allowed to burn, the paid firemen having no disposition to "conquer" so as "to save" anything—the company motto—and thus ceased to exist an active company, deserving of a better fate, the ground upon which the house stood reverting to the city, its original owner.

Reviewing the field now, after a lapse of forty years, no one, not even the most incorrigible of the men who composed the volunteer department, but will acknowledge the vast superiority of steam over human muscle, the advantages of electricity over the alarm bell, and the fact that many of their old comrades derive a subsistence for themselves and families under the new order of things, where their enthusiasm and love of excitement led them to ruin innumerable suits of clothes, undermine their health, lose their sleep, endanger their lives, and endure all manner of hardships—for "glory." Yet many life-long friend-

ships were undoubtedly made, which, with pleasant recollections of fun and frolic still haunting the memory, are, in part, the compensation therefor, not to speak of the blessing of immunity from jury duty—of military duty they had no care, as scores of them were active members of the military companies of the day. That there was a fascination in the volunteer life is true; that they were prompt and efficient with the means at their command is true; and it is not to be wondered at that they fought gallantly for existence and the perpetuation of their organization and old familiar methods. It was hard to part with that which had been their pride, and which had been long years accumulating, to go into the hands of others, and in which they could have no share—for the romance of "running wid de machine" is sunk when one does it for his daily bread—a fact strikingly illustrated by the very small number of them who ever joined the paid department.

The world is ever marching onward, new ideas will supplant the old, new methods prove their superiority. Where the old rivalry engendered animosities, wrangling and feuds, often ending in broils and even riots, there is now only peace and far greater efficiency; and the old volunteer fire department showed its good sense by stepping aside and gracefully accepting the inevitable. Like the leaves of the forest when they have become sere and yellow with age, the veteran firemen are rapidly dropping into the lap of their mother, Nature, and but a few more years will elapse till none of them will be alive to recount heroic deeds, hairbreadth escapes, and thrilling episodes in their exciting experiences as volunteer firemen. Scores of them have gone to their reward, and but a handful now remain; yet all could mournfully say, with Wolsey:

> "Nay, then farewell.
> I have touched the highest point of all my greatness,
> And from the full meridian of my glory
> I haste now to my setting; and I shall fall
> Like a bright exhalation in the evening,
> And no man see me more."

Elsewhere in these volumes and under their appropriate alphabetical headings will be found sketches of the lives of Patrick Gorman, Hiram Shaw, H. Clay Sexton, and other old-time presidents of the volunteer fire companies.

THOMAS LYNCH.

Firemen's Fund Association.—See "Fire Department, Volunteer."

Fires, Notable.—The first serious loss by fire recorded in the annals of St. Louis occurred November 3, 1829, when the extensive brewing establishment of John Mullanphy, in the northern part of the city, was entirely consumed, together with the buildings annexed. September 2, 1838, fire broke out in the store of Blaine, Tompkins & Barret, between Laurel — now Washington Avenue — and Vine Streets, on the levee, and spread to the adjoining buildings occupied by Alleyne & Co., O. Cobb, Stittinius & January and G. M. Willing & Co., as stores, which were all destroyed. In the last named building four persons were crushed to death by falling walls. The total loss in money was about $130,000. May 3, 1841, the stores of Wolff & Hoppe, D. Levison, Thomas G. Settle, S. W. Meech, Kimm & Tewes and W. H. McKinistry, on Main and Market Streets, were burned, together with a number of sheds and stables; total loss between $60,000 and $70,000. The great fire of 1849 broke out at 10 o'clock on the night of May 17th, on the steamboat "White Cloud." Next to this vessel on the upper side lay the "Eudora," and below were the "Edward Bates," the "Belle Isle" and the "Julia," all between Cherry — now Franklin Avenue—and Wash Streets. The "Bates" and "Eudora" were soon in flames, and the "Bates" swung out into the stream. In half an hour twenty-three steamboats, the floating palaces of those days, were wrapped in the fiery element, illuminating the heavens with their livid light and filling the populace with consternation. The boats were valued at $340,000, and with cargoes added, together with three barges and one canal boat, the entire loss was little short of half a million dollars. But the extent of the calamity did not stop here. The irresistible and angry flames swept up the levee, swallowing tons upon tons of freight that had been discharged from the vessels, or was awaiting shipment, and lapping the wooden buildings that lined that part of the wharf between Locust and Vine Streets. From this point the demon of fire stalked through the blocks south of Locust to Market Square, where its western course was stopped by blowing up several buildings with gunpowder. In this explosion Captain Thomas B. Targee, of the volunteer fire department, was killed and two other citizens severely injured. Simultaneously with the extension of the fire from the burning boats in the vicinity

of Vine and Locust Streets a house at Elm and Front Streets took fire from one of the floating steamboats, and involved nearly the entire block, together with all of the block between Elm and Myrtle, Main and Second Streets. Altogether, some fifteen blocks, containing the stores of the principal wholesale merchants and commission houses, and many residences, were destroyed. The printing offices of the "Republican," "People's Organ," "New Era" and "Reveille" were gutted. The fire department, with the inefficient equipment of those days, and with the exhaustion of the water supply early in the action, was almost helpless. A strong northeast wind was blowing at the time, and the chances of its changing its direction and sweeping westward added to the terror of the people. As it was, the conflagration spent its force by sunrise the next morning, but leaving a scene of desolation disheartening in the extreme. Besides the losses already mentioned the sacrifice of merchandise and other property footed up something over five and a half millions of dollars. Thousands of persons were deprived of employment, and in many other ways the full scope of the calamity can not be estimated. The next serious fire was that of November, 1856, which destroyed a block on the levee known as the city buildings, owned by S. B. Wiggins, James H. Lucas, Robert Campbell, Felix Coste and others, with a loss of $300,000. In the same year, December 23d, N. Schaefer & Co.'s soap and candle factory was burned. Among the fires of the following year was the one involving the extensive cotton factory of Adolphus Meier. Blaine's hemp factory, at the foot of Mullanphy Street, was burned November 8, 1861; loss, $100,000. July 31, 1860, the foundry of McMurtry & Co., Ninth and Chestnut Streets, sustained a loss of $50,000. The extensive hub and spoke factory of Woodburn & Scott, on Third, from O'Fallon to Ashley Streets, was totally destroyed February 17, 1865, causing a loss of $175,000. On August 29, 1865, the Globe and Atlantic warehouses of Randolph Bros., on Main and Ashley Streets, and occupied by Lewis & Bro., was burned, together with a large stock of hemp: loss, $125,000. May 30, 1866, is the date of the destruction of D. C. Freeman & Co.'s warehouse, Elm and Third Streets, at which the loss was $100,000. June 26, 1873, Fagin & McQueen's pork house, Main and O'Fallon Streets, was destroyed, several hundred live hogs were burned to death, and an immense stock of cured meats was consumed; loss, $350,000. February 17, 1877, a fire having its origin in some buildings adjoining the east approach of the Eads Bridge, set the latter on fire and destroyed five hundred feet of that structure, the loss amounted to $60,000 and causing a suspension of railway traffic for several weeks. January 5, 1879, the St. Louis Beef Canning Company, Fourteenth and Poplar Streets, met with a loss of $100,000. Filley's foundry at Main, Lewis, Smith and Florida Streets, was burned twice in the space of ten months, September 7, 1880, and July 13, 1881; loss, $150,000. At the first fire Michael Lynch and Edward Sanderson, firemen, were killed. Gage & Horton's stove foundry, on Second, between Branch and Palm Streets, was totally destroyed August 21, 1881, causing a loss of $115,000. The Collier White Lead Company's main building, on Clark Avenue and Tenth Streets, was burned May 28, 1881, and the corroding sheds September 21st of the same year; loss by both, $350,000. The Missouri Car & Foundry Company, at Dorcas, Ann, DeKalb and I. M. R. R., suffered from three disastrous fires, September 15, 1882, December 18, 1885, and June 18, 1886, the losses aggregating $200,000. On February 3, 1884, the N. O. Nelson Manufacturing Company and the Gould Pump Company, Eighth and St. Charles, sustained a loss of $100,000. The St. Louis & Suburban paint shop and car sheds, DeHodiamont and Maple Avenues, were entirely consumed June 13, 1892; loss, $180,000. On March 21, 1894, the Missouri Railway car house and repair shop, Cardinal and Dexter Streets, together with a large number of cars, were destroyed; loss, $65,000. During the prevalence of the great tornado of May 27, 1896, the warehouse of the St. Louis Refrigerator Company, Main and Park Avenue, was burned, causing a loss of $95,000.

Wholesale drug houses have been especially unlucky. Z. F. Wetzel & Co., on Main, between Pine and Chestnut Streets, was destroyed May 1, 1851, and a second time August 27, 1862, and a third time at the same location December 11, 1870, the loss at the latter being $100,000. June 29, 1857, Barnard, Adams & Co., Washington Avenue and Second Street, was burned out. This was a big fire; loss, $190,000, insured for $150,000. May 26, 1866, Peter E. Blow's drug store, 6

and 68 Main Street, was destroyed, together with several adjoining buildings; loss, $200,000. Mr. Blow established the firm of Blow, Curd & Co., on Main, between Pine and Olive, which was totally destroyed April 23, 1868, and also the houses of Grimsley & Co., saddlery; De Greck & Co.; L. & C. Speck, toys and notions, and Clark Bros., bankers; loss, $750,000. This was the second time Peter E. Blow had contended with the fire fiend, and the third time for the Specks. The latter were visited the second time April 16, 1859, the loss to them and adjoining property being $100,000. Scott & Mellier, Main Street and Washington Avenue, on April 12, 1867, sustained a loss of $75,000. Brown, Weber & Graham, on Second, between Pine and Olive Streets, was consumed August 26, 1868, and seriously damaged several adjoining buildings, the total loss being $150,000. On January 5, 1870, D'Oench & Co.'s establishment, on Second, between Market and Walnut Streets, was completely gutted, at a loss of $80,000. Dr. J. H. McLean's laboratory, Biddle and Third Streets, was burned October 23, 1883; loss, $150,000. But the most extensive drug store fire was that of the wholesale establishment of Richardson & Co., at the corner of Clark Avenue and Fourth Street, which occurred January 1, 1889. The loss was $490,000.

Lumber yards and planing mills have been prolific of fire losses. September 16, 1857, the greater part of the stock of Wright & Maddox, or between 2,000,000 and 3,000,000 feet of lumber, was consumed. The fire originated in H. Raub's carpenter shop, on Eleventh Street, south of Market. J. & W. Patrick's planing mill and lumber yard, on O'Fallon and High Streets, was destroyed April 12, 1873, with a loss to them of $90,000 and damage to surrounding property of $20,000 more. The yard of Knapp, Stout & Co., on Bremen Avenue and the levee, was visited August 25, 1880, and property destroyed valued at $125,000, and more extensively July 18, 1886, when the loss was $380,000. This record includes only the most considerable losses.

Cabinetmakers, furniture manufacturers and dealers in such like combustible materials have suffered severely. October 31, 1856, Prange's cabinet factory, on Bellefontaine Road and Anglerodt Street, was burned, with a terrible loss of life. Seven of the employes, unable to escape, perished in the flames. December 8, 1872, F. J. Comstock, 409 and 411 Third Street, suffered a loss of $75,000. January 4, 1884, Burrell & Comstock divided with Merrick, Walsh & Phelps, jewelry, and Withmar, Gray & Kaminski, queensware, a loss of $200,000, Fourth Street, between Vine and Locust. October 22, 1887, the Scarritt Furniture Company and the Mitchell Furniture Company shared with Wm. F. Crow, W. P. Shryock, Woolman & Todd, L. Ross and others a loss of $450,000 in the vicinity of Washington Avenue and Fourth. At the Burrell & Comstock fire, occurring within twenty-four hours after that of the St. Nicholas Hotel, the fire department was in a bad condition. Many companies were short of their complement of men, and the officers and men present for duty were well nigh exhausted from the labors of the preceding night. The severity of the weather had abated but little, the thermometer registering fifteen degrees below zero. During the progress of this fire no fewer than eight other alarms were turned in for fires in various parts of the city, two of which were of serious proportions. The conflagration raged from 9 p. m. of the 5th till 7 the following (Sunday) morning. Many engines were disabled; more than half the officers and men were crippled with frost-bitten limbs; the reserve stock of hose was exhausted, and what with the Cupples, the St. Nicholas and the Burrell & Comstock fires, about 12,000 feet of hose were hopelessly buried in the streets under two feet of ice. The Cupples fire just referred to was the broom factory at 313 Elm Street, carried on by Samuel Cupples & Co. The fire involved Isidor Bush & Co.'s wine store, and the United States quartermaster's supplies; loss, $225,000. M. Kehoe and J. Conway, of the Salvage Corps, were caught by falling walls and burned to death. While the above fire was yet burning, on the morning following, the furniture store and factory of H. L. Niedringhaus, Franklin Avenue and Tenth Street, were entirely consumed, causing a loss of $100,000. A fire occurred December 19, 1892, which destroyed the Udell Woodenware Company's establishment, on Fourth, between Vine and St. Charles Streets, with a loss of $150,000, including damage to surrounding property. February 22, 1894, the same concern, together with the Tyler Desk Company, was again consumed, on Locust and Twelfth Streets; loss, $160,000. The establishment

was destroyed for the third time June 7, 1897, on Ninth and Spruce Streets, with a loss of $90,000.

The tobacco manufacturing interest is represented in the record of St. Louis fires as follows: December 26, 1872, Liggett & Dausman's factory, Nos. 27 and 29 South Second Street, was burned, with a loss of about $100,000; G. H. Loker's factory, Sixteenth and Poplar Streets, May 14, 1878, sustained a loss of $35,000; February 3, 1887, the Drummond tobacco warehouse, at Third and Spruce Streets, was destroyed; loss, $250,000; on March 18, 1892, Liggett & Meyers' factory, Thirteenth and St. Charles, was seriously damaged; loss, $210,000.

Flouring mills have been the cause of many disastrous conflagrations, the most notable being as follows: June 26, 1864, Cogswell & Freudenau, Thirteenth and Franklin Avenue, suffered a loss of $60,000 and damaged adjoining property to the extent of $20,000. A. W. Fagin's mill, on Poplar and Seventh, was burned September 19, 1864; loss, $100,000. Yaeger Mill, Twenty-first and Randolph, was destroyed August 17, 1880, the loss on the mill and surrounding property amounting to $300,000. On the same site a mill owned by John W. Kauffman was destroyed March 29, 1890; loss, $205,000. J. B. M. Kehlor's mill, Third and Cedar, was burned December 24, 1880. Henry Carroll, a fireman, was killed at this fire by falling walls. On August 12, 1881, during a severe thunder storm, the Atlantic Mill, on Main and Plum Streets, was struck by lightning and totally destroyed by fire; loss estimated at $130,000. F. Teideman & Co.'s mill, Main and Victor Streets, was burned August 24, 1882, at a loss of $85,000. June 6, 1887, E. O. Stanard's mill, Main and Dickson Streets, was partially consumed; loss, $40,000. The Park Mills, Thirteenth and Market Streets, was burned July 7, 1888, the loss being $45,000. On September 27, 1891, George P. Plant's mill, Main and Chouteau, was destroyed; loss, $180,000. The Goddard Mill, Second and Rutger Streets, established in 1880, was damaged to the extent of $30,000, October 13, 1897.

Of mercantile establishments the fire records bear numerous instances of heavy losses. April 16, 1859, L. & C. Speck, fancy goods, toys, etc., were destroyed, and the adjoining stores of W. F. Endres & Co. and McDowell seriously damaged; total loss, $100,000. Strauss Bros.' wholesale saddlery store, Main, between Locust and Vine, was burned April 30, 1867, damaging Wear & Hickman, dry goods, and L. Forbes & Co., jewelry; total loss, $125,000. November 15, 1868, a fire originating in Skinner, Neal & Co.'s wholesale hardware store, on Main, between Washington Avenue and Vine Street, extended to the houses of Westerman & Meier, chinaware; Henry Bell & Son, dry goods, and Patterson & Fitch, stationery, causing a loss of $125,000. December 17, 1878, E. C. Powell's carpet store, Alexander's drug store and the Eugene Jaccard Building, Broadway and Olive Streets, were visited by fire; loss, $100,000. A fire destroying $150,000 worth of property belonging to Appleton, Noyes & Maude, Dodd, Brown & Co., White, Altheimer & Co., Miller, Grant & Co., Skinner & Co., Mack & Co., Jacobs Bros. & Hoffman, Hamilton & Co., Meyer & Bro. and others, on Broadway, Washington Avenue and St. Charles Street, occurred April 4, 1870. At this fire William Ruetz and Fred Niessen, of Hook and Ladder Company No. 3, and George W. Farant, agent of the National Guard Armory, were killed by falling walls. On May 10th of that year the establishments of R. & W. Goldstein, Gauss, Hunicke & Co., Chase & Cabot and A. Frankenthal, 407-409 North Broadway, were partially destroyed, the loss amounting to $300,000. September 13, 1880, in the vicinity of Washington Avenue and Fourth Street, the following firms were badly damaged by fire: C. H. Moeller, notions; Scarritt Furniture Company; J. T. Swallow, dry goods; L. Roos, furs, and William Ziock, yarns, the loss amounting to $150,000. Two firemen, George Dauber and John Hennessey, were seriously injured at this fire, the former fatally. January 7, 1882, witnessed a great blaze on the south side of Washington Avenue, opposite the Lindell Hotel. The sufferers were Shorb & Bolanz, Mack & Co., Pettes & Leathe and J. F. Watkins; loss, $225,000. In December of the same year, in the block east of the above fire, the firms of Hagerty Bros., Ely & Walker, E. Meyer & Co., Frank Bros. and Kelly & Goodfellow sustained a loss of $120,000. The Golden Eagle Clothing House, Broadway and Pine Street, was completely destroyed September 20, 1884, involving a loss of $145,000. December 11, 1886, the Shapleigh-Cantwell Hardware Company, Main and Vine Streets

was burned; loss, $400,000. A disastrous conflagration, attended with three fatalities, occurred August 10, 1887, on Second Street, near Washington Avenue, damaging Bishop, Spear & Co., Alkire Grocery Company, Deere & Mansur and Hargadine, McKittrick & Co. to the extent of $150,000. Three firemen, Christ Hoell, B. McKernan and Frank McDonnell, were killed by falling walls at this fire. October 20, 1890, Frank Bros.' dry goods store, Broadway and Washington Avenue, was destroyed; loss, $225,000. Nicholson Bros.' grocery house, Sixth and Chestnut Streets, which was destroyed June 29, 1891, was a very extensive fire, the loss being $180,000, but it was exceeded by that of the Greeley-Burnham Grocery Company, February 15, 1880, when the destruction of property amounted to $400,000. September 27, 1891, Mansur & Tebbetts' warehouse, on Tenth and Spruce Streets, containing $300,000 worth of goods, was burned, and November 29th, the same year, occurred the great fire on the east and west sides of Broadway, from Franklin Avenue to Morgan Street, by which a million dollar loss was sustained by Penny & Gentles; the "Grand Leader," Sonnenfield & Co.; the "Famous," D. Crawford and others. Paddock & Hawley Iron Company's store and warehouse, 812 North Main Street, on November 23, 1893, was totally destroyed; loss, $200,000. January 2, 1896, a terrible explosion of fireworks occurred in the commission house of H. B. Grubb & Co., 309 North Second Street, completely wrecking it and two adjoining buildings. The ruins took fire immediately after the explosion, and six lives were lost in the wreck. The Aloe Optical Company, 415 North Broadway, was burned January 21st the same year. The building collapsed and buried five firemen in the ruins, two of whom were rescued alive after several hours' work, but John Stanton, fireman, James Roddy and N. K. Kerley, of the Salvage Corps, were killed. The greatest loss to a single business establishment was caused by the fire of March 18, 1897, destroying the wholesale dry goods store of the Ely-Walker Company, Eighth, Washington Avenue and St. Charles Street; loss to building and stock, $750,000. George Gottwald, a fireman, was killed by a falling wall.

In the great fire of 1849 the offices of the "Republican," "New Era" and "Organ" were burned, but the only serious newspaper fire since then was the one that completely gutted the "Republican" office, with book-bindery and jobbing establishments, May 24, 1870. Although no proof was ever secured, this fire is supposed to have been the work of incendiaries. It started about 5 o'clock in the afternoon in the bindery on the second floor and rapidly climbed to the fourth or upper story through the elevator. It being supper time, few printers were in the building, and the flames had attained much headway before they were discovered. The valuable files dating back to 1808, as also the subscription lists, etc., were in a fire-proof vault. These, together with some paintings and other articles in the private office of the Messrs. Knapp, constituted almost the entire salvage. A six-cylinder Hoe rotary press and a number of job presses, together with all the machinery of the bindery, were destroyed. A four-cylinder Hoe, stored for emergencies in a vault built for the purpose, enabled the proprietors to resume publication May 26th, the type-setting being done by Gould's Directory Company. Loss about $150,000, mostly covered by insurance.

Hotel Fires.

Among the terrible hotel casualties that have befallen St. Louis the incidents attending the burning of the Pacific were perhaps the most appalling. This hotel stood at the northeast corner of Poplar and Seventh Streets, diagonally opposite the passenger depot of the Missouri Pacific Railroad, and was conducted by a man named Strader. It was of the class intended for transients passing through the city, and owed its patronage to its proximity to the depot. There was a drug store underneath. The alarm of fire was sounded at 2 o'clock on the morning of February 20, 1858, and was responded to promptly by both the volunteer and paid departments, between whom up to this time the best of feeling had not existed. Flames broke out in the lower floor, almost instantly communicating to the upper stories and cutting off egress by the stairways. The exact number of persons in the building was never known, as the books, together with everything else, were destroyed, but was estimated at one hundred, of whom only seventy made their escape. Some who survived were badly crippled by jumping from windows or elsewhere. Others were seen at the upper stories who, not knowing how to choose between remaining and springing to almost certain

death, sank back smothered by smoke into the cauldron of flame. Others again were found smothered in their beds. Headless and limbless trunks were taken out of the blackened heap when all was over. Fleshless bones, still warm, were turned up by the corps of excavators, who carried on their sickening work as rapidly but as carefully as possible. But two of the fourteen corpses could be identified. The rest were buried together in Bellefontaine. It was at first supposed that the fire was the work of an incendiary, and a searching investigation was made, but without establishing this theory. On the 30th of March, 1867, at about 9 o'clock p. m., fire was discovered in an upper story of the Lindell Hotel. This magnificent structure, the property of Henry and Edgar Ames, occupied the entire block between Washington and Lucas Avenues, and Sixth and Seventh Streets. It was built of Warrensburg stone, with strong walls and a highly ornamental exterior, six stories in height, and was considered one of the finest edifices of its kind in the country. The lessees and hotel proprietors were Hatch, Weaver, Felt & Co. The alarm was promptly given and the occupants were enabled to make safe egress, so that not a life was lost. It was, however, impossible to check the conflagration, which spread with great rapidity. The beautiful building was totally lost, with all its luxurious furnishings. Two millions of dollars was the total estimated loss, and by this disaster the locality suffered a severe setback, as the ground remained unoccupied for several years. In March, 1877, a building erected by Gerard B. Allen and occupied by H. T. Simon & Gregory, dry goods, and Claflin & Allen, boots and shoes, at the southwest corner of Seventh and Washington Avenue, diagonally opposite where the southwest corner of the old Lindell had stood, took fire, and but for its early collapse the new hotel must have been consumed. As it was, the fronts of stores as far east as the main hotel entrance were blistered by the intense heat.

It was at 1 o'clock on the morning of April 11, 1877, that fire broke out in the basement storeroom of the Southern Hotel, which occupied the block between Fourth, Fifth, Walnut and Elm Streets. The flames shot up the elevator shaft near the Walnut Street side and communicated immediately with every floor. The greatest consternation and alarm took possession of every occupant of the building who was awake at the time. Messrs. Dreslin, Darling & Warner were the hotel proprietors, and by their efforts, together with those of the clerks and other employes, a large number of the guests—all, as was supposed—were aroused and made their way to the staircases, all of which had exits independent of the elevator. Some of the belated ones, however, found this means of egress shut off by the flames and the stifling smoke, and were compelled to make their way back to their rooms. From many of the windows appeared appealing faces. Scenes like those faintly described above in the account of the Pacific Hotel fire were duplicated. A well known citizen, Mr. Frank Gouley, started with his wife from an upper story and reached the staircase, but returning for some purpose, was penned up in his room and finally dropped from the window upon the stone pavement, meeting instant death. Charles Stewart tied bedsheets together and attempted to lower his wife to the ground, but the improvised rope parted and Mrs. Stewart fell, receiving injuries from which she soon died. Mr. Stewart found his way out and escaped. Miss Frankie McClellan, an actress, afterward the wife of A. H. Davenport, was severely hurt by jumping from a window upon a roof covering a restaurant annexed to the hotel. From this roof Michael Hester, a member of Engine Company No. 10, by means of several ladders lashed together, reached the sixth story, and rescued ten girls employed as domestics. The feat of Phelim O'Toole in rescuing a number of the female employes is historic. (See "Phelim O'Toole.") Fourteen lives were lost in all. The bodies of some of the ill-fated, including the hotel steward, were never recovered, except as they were taken out all dismembered in the mass of debris. The loss of this splendid caravansary, with its poignantly tragic incidents, cast a pall over the entire country, as well as the city. The property destroyed was estimated at $1,500,000. The burning of the St. Nicholas Hotel building, on Fourth, between Morgan and Franklin Avenue, occurred on the night of January 4, 1884. It was not, properly speaking, a hotel fire, as it was then occupied only by stores—E. C. Lewis & Co., undertakers' supplies; H. B. Fabricius, toys, and J. Morisse, hardware. Nevertheless "the St. Nicholas Hotel fire" holds a conspicuous place in the annals of fire

city as being the most difficult to handle of any known to the department. The weather was intensely cold, the thermometer registering the extraordinary figure of 26 degrees below zero. A veritable Arctic blizzard raged all the time the fire was in progress, and the sufferings of the firemen were intense, nearly every one having some member of the body frozen. The walls of the building where water was thrown to put out the fire were covered with ice two feet in thickness, with tracings of frost which made a spectacle that thousands crowded the street to see for days after. The sidewalk in front of the building appeared like an iceberg in minature. One of the aerial ladder-trucks, which had been raised in front, had to be abandoned, being plated with tons of ice. On January 14, 1883, about 3:30 in the morning, a fire originated in the rear portion of the old Planters' House. It was used as a boilerroom, storeroom, kitchen and sleepingrooms for the employes of the house. Considerable damage was done to that portion of the hotel, and it was with great effort kept out of the main building. The loss amounted to $10,000. This historic old house was again visited by the fire fiend at about the same hour on the morning of April 3, 1886, originating, as before, in the rear building. The upper stories were completely destroyed, and the fire was only with great difficulty prevented from communicating to the hotel proper, the halls and rooms of which were filled with stifling smoke, causing great excitement among the guests, who fortunately escaped without injury. Four of the employes, however, were burned to death in their rooms. The loss on building and furniture amounted to $15,000. On April 28, 1885, the new Lindell Hotel again narrowly escaped total destruction. The fire originated among some rubbish in the cellar under the office floor about 4:30 in the afternoon, having gained considerable headway when discovered. The flames spread to a wooden conduit used for annunciator wires leading to the rooms, and thus reached the upper floor and roof. Considerable damage was done to the furniture and carpets of the rooms through which the conduit passed, a large section of the roof was burned off, and the entire rotunda, tiled floor and office fixtures were destroyed; loss, $40,000. On November 9, 1890, the annex of the Hotel Belvidere, Thirteenth and Washington, was seriously damaged by fire, causing a loss of $12,000.

Steamboat Fires.

The first steamboat destroyed by fire at the port of St. Louis was the "Talisman," which occurred in April, 1832, with the loss of all her cargo and furniture. In 1840 the "Pizarro," lying at the time in the sectional docks above Wash Street, was burned. A fine New Orleans steamboat called the "Missouri," Captain J. C. Swan, met a like fate May 8, 1848, and on the following day the "Missouri Mail," "Lightfoot" and "Mary" were destroyed at the same location. March 11, 1848, the "Laclede," "Avalanche," "John J. Hardin" and "Hibernian," with two barges, all lying near the foot of Washington Avenue, were totally destroyed with their contents. May 17, 1849, is the date of the great conflagration which destroyed 430 buildings and 23 steamboats, 9 flatboats and several barges. Five steamboats, the "Phoenix," "San Francisco," "Algona," "Dubuque" and "Mary," were destroyed July 29th of the same year, with a loss of $145,000. June 12, 1851, the "Sultana" was totally consumed at the foot of Mullanphy Street, whereby one life was lost—Matthew Burns, one of the crew—and property amounting to $75,000 in value destroyed. On the night of April 2, 1852, the steamer "Glencoe," arriving from New Orleans, was forcing a landing between two other boats at the wharf, when three of her boilers exploded. Soon the whole forward part of the vessel was in flames. In the fear of such another calamity as that of 1849, the bow-line of the "Glencoe" was cut and the boat drifted down the river, the wind fortunately being in the right direction. Thirteen persons were killed and drowned, and thirty wounded. The year 1853 was notable for its many steamboat fires, beginning with January 18th, when the "New England," "Brunette" and "New Lucy" were consumed. May 15th the "Algona," "St. Mary" and "Laclede" were destroyed. July 27th saw the destruction of the "Bluff City," "Dr. Franklin" and "Highland Mary," and on October 13th the "Montauk," "Robert Campbell" and "Lunette" met a like fate. Three boats, the "Twin City," "Prairie City" and "Parthenia," were burned December 7, 1855, and in May, 1857, five more were added to the list, the "St. Clair," "Paul Anderson," "James Stockwell," "Southerner" and "Sara-

nac." On the afternoon of April 22, 1858, the steamers "Ocean Spray" and "Hannibal City," after leaving the city wharf, bound up the river with a large passenger and freight list, engaged in an exciting race through the upper harbor. On reaching the foot of Grand Avenue the "Ocean Spray" took fire, caused by the recklessness of the firemen in dipping cordwood used as fuel into an open barrel of turpentine in front of the boiler furnace. The flames instantly enveloped the forward part of the boat, and, though at once headed for shore, she became unmanageable, drifted down stream and lodged against the "Keokuk," lying at the bank in retirement, setting the latter on fire. Both boats were totally destroyed. The crew and passengers of the "Ocean Spray" were rescued with the greatest difficulty in yawls of the "Hannibal City"—which boat escaped the flames—and skiffs from shore. At least ten lives were lost, but the exact number was never ascertained. At about 10 o'clock the same night the burning hull of the "Keokuk" broke loose from its mooring and set on fire the "Star of the West," lying a short distance below, burning her to the water's edge. The money loss was estimated at $150,000. The burning hull of the "Ocean Spray" floating past the levee created intense excitement among the shipping. It was finally carried by the current toward the Illinois shore, and sank opposite the foot of Market Street. On June 27, 1859, the "C. W. Sombart," a Missouri River packet, while under way, bound up the river, took fire and boat and cargo were destroyed opposite Bissell's Point, at the foot of Grand Avenue. On June 22, 1861, the Wiggins ferry boat "New Era" was burned at the East St. Louis wharf. The hull was saved and was afterward transformed into the United States gunboat "Essex," which took an active part in the capture of Fort Henry and other naval fights. October 27, 1862, the "H. D. Bacon," "Estella," "W. H. Russell," "T. L. McGill" and "A. McDowell," together with a great quantity of cotton and hemp, were burned, with a total loss of $250,000. Near the foot of Market Street, September 13, 1863, the steamboats "Imperial," "Jesse K. Bell," "Hiawatha" and "Post Boy," together with a loaded barge, took fire and were destroyed, with a large lot of government freight; loss, a quarter of a million dollars. The next steamboat fire was on October 4, 1863, at the foot of Carr Street, involving the total loss of the "Forest Queen," "Catahoula" and "Chancellor," valued at $150,000. July 15, 1864, at the foot of Locust Street, the "Glasgow," "E. F. Dix," "Northerner," "Welcome" and "Sunshine," loaded with hemp and cotton, were consumed, with a loss of $300,000. February 26, 1866, four magnificent New Orleans steamers lying at the foot of Market Street were burned to the water's edge, the "Dictator," "Luna," "Peytona" and "Leviathan," together with a large amount of freight. The loss was over half a million dollars. The palatial "Magnolia," while in retirement at the foot of Florida Street, was burned a short time after; loss, $50,000. On April 7th of the same year, at the foot of Washington Avenue, five more boats were entirely consumed, the "Nevada," "Frank Bates," "Alex. Majors," "Effie Dean" and "Fannie Ogden," the loss on boats and cargoes amounting to $200,000. The "Yellowstone" and "G. W. Graham" were burned July 10, 1867, at the foot of Walnut Street, together with considerable freight and lumber; loss, $125,000. On February 3, 1868, the "Clara Dolsen," while undergoing repairs at the foot of Lesperance Street, was totally destroyed, with a loss of $35,000. On March 3, 1868, at the foot of Washington Avenue, the "M. S. Mepham" and "Fannie Scott" were burned, causing a loss of $70,000. April 10th of the same year the "George D. Palmer" was burned at the foot of Cherry Street, now Franklin Avenue. From this period until 1869 there were no steamboat conflagrations, but on March 29th of that year seven steamers, mostly in the Missouri River trade, and about leaving for Fort Benton, were destroyed at the foot of Washington Avenue. They were the "Ben Johnson," "Gerard B. Allen," "Jennie Lewis," "Carrie Kountz," "Fannie Scott," "Henry Adkins" and "Armenia." The boats and cargoes were estimated to be worth $475,000. The "Evening Star" and "War Eagle" were burned, at the foot of Franklin Avenue, August 24, 1869, loss about $40,000. On February 23, 1874, the "Dexter," laid up at the foot of Meramec Street, was totally destroyed, at a loss of $15,000. No further boat fires occurred until September 19, 1877, when the "Carondelet," while lying at the foot of Lesperance Street, took fire and the flames spread to the "Grand Re-

public," lying alongside. Both boats were completely destroyed, the loss being estimated at $100,000. The "Grand Republic" was considered one of the largest and finest boats on the Western waters. On November 2d following the "Bismark," valued at $30,000, was burned at the foot of Dorcas Street. The "Exchange" was burned at the foot of Locust Street June 8, 1878, while discharging her cargo. The Northern Line wharfboat was also considerably damaged; loss, $20,000. On the night of March 13, 1881, at 10:30 o'clock, the mammoth and magnificent Anchor Line steamer "James Howard," having just landed at the foot of Walnut Street from New Orleans, with a large number of passengers returning from the Mardi Gras festivities, was discovered to be on fire. The flames spread very rapidly, and though no lives were lost, the rescue of the passengers and crew was attended with great hazard and difficulty. The hull of the vessel was towed down the river with a view to saving it and the valuable machinery, but it sank at the foot of Barry Street. The boat's safe, containing jewelry and valuables of the passengers and a large sum of money, was never recovered, though divers made repeated efforts to find it. The loss of the boat, cargo, and the barge "Golddust" amounted to $125,000. On July 12, 1882, the "Belle of Lacrosse" and "Northwestern," of the St. Paul Packet Company, and barge "Lucy Bertram" were totally destroyed at the foot of Dorcas Street; loss estimated at $50,000. On September 22, 1883, the "Gem City," of the St. Louis & St. Paul Packet Company, was totally destroyed at the foot of Dorcas Street, while in retirement, on account of low water. The boat was nearly new, having just finished the first season, was elegantly furnished, and very fast. It was valued at $50,000. The "War Eagle," a sister steamer, and the "Alex. Mitchell," lying alongside, narrowly escaped a similar fate, both being badly scorched. The "City of Alton" and the "Colorado" were destroyed near the city workhouse on January 2, 1884, involving a loss of $35,000. On February 12th of the same year, the Anchor Line steamer "W. P. Halliday" was burned at the foot of Rutger Street, loss, $50,000. On August 21, 1884, the "John B. Maude" was partially consumed at the foot of Barton Street, being saved by the city harbor boat. The "White Eagle," of the St. Paul Packet Company, was destroyed January 22, 1885, at the foot of Dorcas Street; loss, $16,000.

Fires in Theaters, Halls and Places of Amusement.

St. Louis has been very fortunate in escaping calamities in buildings of this character, though quite a number have been destroyed by fire when not attended by audiences. The first theater fire on record occurred in February, 1837, in the old St. Louis Theater, on the west side of Second, between Olive and Locust Streets. It was also known as the "Old Salt House," having been transformed into a theater from a warehouse, and being poorly furnished, the loss was small. On May 31, 1866, Wyman's Hall, on Market Street, between Broadway and Fourth Street, was totally destroyed, together with several adjoining buildings, and the loss amounted to $100,000. It was at this theater that the famous Jenny Lind made her first apearance, in March, 1851. The "Bowery," on Third, opposite Wash Street, owned by Jacob Esher, was burned on October 5, 1866, and a second time September 15, 1867, being used by Hutchins as a museum of wax figures, the loss at both fires amounting to $20,000. On July 12, 1867, the "Theater Comique," known also as the St. Louis Opera House, on Broadway, between Wash and Franklin Avenue, was burned, seriously damaging many other buildings; loss, $200,000. On August 17, 1880, sparks from the Yaeger Mill set fire to the St. Louis Riding and Swimming School, on Nineteenth and Pine Streets, and caused its total destruction. It was also used as an armory by the State militia, who lost all their accoutrements. The loss was estimated at $25,000. The next theater fire was the "Theatre Comique," originally DeBar's Opera House, on Pine, between Third and Fourth Streets, on December 9, 1880. The building was totally destroyed, with a loss of $55,000. On October 20, 1884, the grand stand and stables of the St. Louis Jockey Club, on King's Highway and Easton Avenue, were destroyed; loss about $20,000. The next and last theater fire in the city occurred November 23, 1884, in DeBar's Grand Opera House, on Market, between Sixth and Broadway Streets, on the site of Deagle's Varieties, the loss amounting to $65,000.

Fires in Churches and Public Institutions.

Places of worship have not escaped the devouring element, and though the number is not large, the losses have been severe to the several congregations. On January 22, 1865, Trinity Episcopal Church, on the northwest corner of Eleventh and Washington Avenue, was totally destroyed, the loss being estimated at $40,000. The Evangelical Lutheran Immanuel Church, on the southeast corner of Eleventh and Franklin Avenue, was destroyed December 9, 1865, loss, $25,000. On January 3, 1879, the Second Baptist Church, northwest corner of Locust and Beaumont Streets, caught fire from defective heating apparatus, and the beautiful and costly structure was completely ruined. The Mary Institute, opposite, narrowly escaped a similar fate. The loss amounted to $100,000. On the night of April 19, 1888, the Bethel Home, corner of Olive and Levee, was burned. The building was used as a church, meeting room and lodging house for boatmen and laboring men, six of whom were burned to death in their beds. The loss on the building was about $5,000. On March 20, 1891, St. George's Episcopal Church, corner of Chestnut and Beaumont Streets, was destroyed, the fire badly damaging the chapel and library building adjoining; loss, $60,000. The next church fire occurred January 24, 1894, when the Bethlehem Lutheran Church, on Salisbury and Florissant Avenue, was completely ruined, entailing a loss of $35,000. February 9, 1896, Grace Presbyterian Church, at Goodfellow and Ridge Avenue, was destroyed, with a loss of $35,000. A fire of supposed incendiary origin destroyed a portion of the House of Refuge on February 14, 1865, the loss to the city being estimated at $75,000. On May 8, 1869, a fire which originated in the frame stable of H. B. Milk, on the corner of Sixth and Clark, was communicated to Pope's Medical College, and the Academy of Science adjoining, completely destroying both, together with their valuable contents, consisting of library and collection of museum specimens, which could not be replaced. February 24, 1897, the Merchants' Exchange, Third, Pine and Chestnut Streets, was damaged by fire to the extent of $40,000.

EUGENE J. GROSS.

Fire Underwriters, Board of.—A voluntary organization of the fire insurance agents of St. Louis, which came into existence in 1872, and has since been composed of the leading underwriters of the city. Its object has been to protect the interests of the fire insurance companies, and of the general public as well, by regulating insurance rates, improving the facilities for extinguishing fires and the construction of buildings, and promoting the adoption of precautionary measures, designed to reduce to the minimum the losses from fires.

See also "Insurance, Organizations Auxiliary Thereto."

Fire Wardens.—See "Fire Department, Volunteer."

First Full Bible Church.—The First Full Bible Church, of St. Louis, or, as it is called, the First Full Bible Mission Church, is a mission under the control of no denomination. It was started at Nineteenth and Morgan Streets, in 1895, by Rev. J. T. Stewart, formerly of the United Presbyterian Church in Ohio, but who offended the governing body of that church by teaching the doctrine of "Divine Healing" by the "laying-on of hands." Members of this church aver that true Christians should believe in salvation, sanctification, divine healing, and the second coming of Christ. This later fulfillment of the promise they believe is near at hand. Te mission has a Sunday-school, which meets at 2719 Morgan Street, with a membership of over one hundred in St. Louis.

Fishback, George W., well known throughout the West as newspaper editor, publisher and man of affairs, was born December 3, 1828, in the town of Batavia, Clermont County, Ohio, his early home being within twenty miles of Cincinnati. He was the second son of Judge O. T. Fishback, who was a prominent member of the Ohio bar in early days, and who served seven years as a judge of the common pleas court in the judicial district composed of the counties of Clermont, Brown, Adams and Highland. George W. Fishback obtained his early education in the schools of his native town, and completed his academic studies at Farmer's College of College Hill, Ohio, when that institution was under the management of Freeman Cary and Dr. Robert H. Bishop. After leaving college he studied law, and was admitted to the

bar of Ohio in 1851. For three years after his admission to the bar he practiced his profession with his father, and then came to St. Louis with the intention of continuing his law practice here. Journalism had, however, greater attractions for him than the law at that time, and in 1854 he engaged regularly in reportorial work on the "Evening News" and the "St. Louis Intelligencer" of this city. He soon afterward transferred his services to the "Missouri Democrat," which was then published by Hill & McKee, on Locust Street, between Main and Second Streets, and of which General Frank P. Blair was part owner. This was in what may be called the primitive period of journalism in St. Louis, and Mr. Fishback constituted the entire local staff of the "Democrat," as did Kirk Anderson, of the "Missouri Republican." In 1855 Mr. Hill severed his connection with the "Democrat," and Mr. Fishback became a one-sixth owner of the property, the publication of the paper being carried on thereafter under the firm name of McKee & Fishback. A year later Mr. Fishback became the owner of another sixth interest in the paper through his purchase of a part of General Blair's interest. He was one of the owners and editorial manager of the "Democrat" during the Civil War, and up to the year 1875, when the "Democrat" occupied its new building, at the corner of Fourth and Pine Streets. Daniel M. Houser, who had for several years been connected with the paper as manager of the counting room, purchased the remainder of Mr. Blair's interest in 1862, and the publishing firm then became McKee, Fishback & Co. The "Democrat" had a prosperous career thereafter, and in 1872 became the sole property of Mr. Fishback, who incorporated his publishing enterprise as the "Democrat" Company. After that for three years he was president of this corporation, and at the end of that time sold his interests to Messrs. McKee and Houser, who consolidated the "Democrat" with the "Globe" newspaper, thus establishing the present "Globe-Democrat," one of the most widely known and also one of the most influential newspapers in America. Since his retirement from the publishing business Mr. Fishback has devoted his time to his private affairs, to travel, and of late years to the secretaryship of the board of commissioners of the Mullanphy Immigrant Relief Fund, and to the writing of occasional historical and other articles. He married, in 1855, Miss Virginia H. Welton, of Kentucky, and has two sons living, one of whom has achieved distinction in the diplomatic service of the United States.

Fish Commissioners.—The three fish commissioners are State officers appointed by the Governor, one of them to reside north of the Missouri River and another south. They act in conjunction with the United States fish commissioner, receiving no salary and only their necessary expenses, but they are authorized to employ an agent or superintendent and pay him a salary. The fish commissioners are empowered to maintain a fish hatchery for stocking the waters of the State with fish, and an annual appropriation of three thousand dollars is set apart to defray the cost of the hatching house and the expenses of the commission. A hatchery was established by the commission in Forest Park in 1885.

Fisher, August Waldemar, was born December 9, 1804, in Camenz, Kingdom of Saxony, Germany, and died in St. Louis in 1876. After receiving an ordinary academic education in the town in which he was born he was sent to a German military school, from which he was graduated at the age of twenty years. Immediately afterward he was assigned to an artillery regiment in the Prussian Army. His thorough education gained for him a position in the topographical engineering department of the Prussian Army, and he was assigned to duty at Berlin. There he formed the acquaintance of Miss Amalia Riehl, a young lady to whom he became devotedly attached, and proposed marriage. However, not having the requisite amount of capital which the Prussian Army regulations required a young officer to have as a condition precedent to his marriage, and being unable to obtain consent from his superior officers to his union with the woman he loved, he resigned his commission, was married, and soon afterward came to this country. He reached New Orleans in 1834, and from there came to St. Louis. The following winter he made a trip to Quincy, Illinois, on horseback, following the Mississippi River, then solidly frozen over, on the ice. After visiting friends who resided in the Illinois town, for a short time, he returned to St. Louis and embarked in the grocery business, which he continued

successfully until 1846. When the United States became involved in war with Mexico his martial training, combined with his devotion to his adopted country, prompted him to form a mounted heavy cavalry company in St. Louis, which he tendered with his own services to the government. His offer was accepted, and the St. Louis Battery of Light Artillery was ordered to the front under his command. He served throughout the war with credit, and then resumed charge of his business, which had been conducted in his absence by his wife. In 1849 he disposed of his grocery interests, and thereafter, until 1862, was engaged in the real estate business. In the year last named, although he was then fifty-eight years of age, he helped to recruit and organize the Fifth Missouri Cavalry Regiment, with which he served in the field until he was transferred to the staff of General W. S. Rosecrans and assigned to duty as a topographical engineer. He served in that capacity until the close of the war, and then, laying aside for the second time the uniform of a United States soldier, he returned to the pursuits of civil life. In 1868 he and his wife revisited Europe and remained abroad two years. Between the years 1872 and 1875 they again resided in Europe, and then returned to St. Louis, where both died in 1876. Their children were Minna Fisher, who married Emil Ulricci, and is now living in St. Louis; Rosa Fisher, who married Colonel Albert Sigel, brother of General Franz Sigel and Adjutant-General of Missouri under Governor B. Gratz Brown; Robert W. Fisher, now a mill owner and operator at Marble Hill, Missouri; Santa Fe Fisher, who married Theodore Welge, and resides in St. Louis, and Charles W. Fisher, also a resident of this city. From 1856 to 1860 Colonel Fisher was a member of the St. Louis School Board, but with this exception he held no civil office. He was an ideal German-American citizen, revering the history and traditions of his fatherland, but loving none the less the country which was his by adoption. The last years of his life were passed quietly, a portion of his time being devoted to the care of his landed property, and the rest to travel and his quiet family circle. He died mourned by a large circle of friends, who will cherish his memory while their lives last.

Fisher, Daniel D., lawyer and jurist, was born December 16, 1837, in Mt. Etna, Indiana, son of Thomas and Elizabeth (Dwiggins) Fisher. His parents were among the pioneer settlers of Indiana and his family one of the old and highly respected families of that State. After obtaining a public school education he went to Wheaton College of Wheaton, Illinois, and was graduated from that institution with class honors in 1863. He then studied law at Ottawa, Illinois, and was admitted to the bar at Springfield in the same State early in the year 1866. Immediately afterward he came to St. Louis, was admitted to practice in this State, and began his professional labors in this city. Some time later he formed a partnership with Clinton Rowell, now one of the leading members of the local bar, and their associations continued without change under the firm name of Fisher & Rowell until Judge Fisher retired from practice to begin the labors which the people of St. Louis had delegated him to perform, as a judge of the circuit court, twenty-three years later. Together Mr. Fisher and Mr. Rowell built up a large and lucrative practice, and the firm not only became widely known throughout the West, but noted for the ability and high character of its members. During his years of practice Judge Fisher was a participant as counsel in much of the most important litigation which occupied the attention of the State and Federal courts of St. Louis. As a practitioner he was always the capable, high-minded and conscientious lawyer, discharging his duties to his clients with integrity and ability. In the fall of 1890 he accepted the nomination of the Republican party, with which he has always affiliated, to the judgeship of the circuit court, and he was chosen to that office at the ensuing election. He has since occupied the bench of that court, and in the fall of 1898 was re-elected to the judgeship over an able and popular competitor, by a majority flatteringly commendatory of his judicial career. His judicial decisions have been remarkable for their clearness and perspicuity, and his admirable faculty of comprehending readily the points presented to him in cases on trial, and of thoroughly mastering the legal propositions involved, has caused him to be regarded as an ideal judge. The judicial temperament is one of his natural endowments, and while he is prompt in his decisions and expeditious in the dispatch of

business, the quiet dignity of his demeanor is eminently fitting to his judicial office. Combined with legal attainments of a high order he has shown a practical knowledge of business affairs and an intuitive sense of right and fairness which have made him a most useful judge. Both lawyers and litigants have come to expect from him, under all circumstances, perfect frankness and absolutely impartial treatment, and in this they are never disappointed. Judge Fisher married, in 1866, Miss Carrie A. McKee, daughter of David and Sarah Ward McKee, of Aurora, Illinois. Their only living child is Katherine Pauline, now the wife of Lieutenant George M. Brown, of the United States Army.

Fisher, Sylvester J., was born on a farm near the bluffs and peaks of Rock River, in Park County, Indiana, March 1, 1842, just nine miles southeast of the "Shades of Death" arched by the "Devil's Backbone.' These natural and wonderful formations at that day excited very little interest, but now are visited by thousands of tourists yearly. He was the Benjamin of five sons of Judge James M. and Elizabeth Fisher.

The subject of this sketch was reared on a farm, and until the age of fifteen years attended the common district school presided over by the typical "hoosier" schoolmaster, who boarded around with the scholars. He became quite proficient in "spellin," "readin," "writen," "cipherin" and grammar. The teacher in "Possum Bottoms" (the classical name of this district), owing to the scarcity of coin and paper money, often received his pay in the products of the soil; he considered himself specially favored if some of the scholars paid for their "larnin" in fowls, chickens, geese, etc.

At the age of sixteen years young Fisher was sent to Waveland Academy (ten miles distant) and remained there three years in search of "more knowledge"; he paid for his tuition in cutting cord wood at twenty-five cents per cord, building fires in the class rooms and ringing the Academy bell. During his stay at the Academy he, with three other boys, kept "bachelor's hall" and lived on the "fat" of his father's farm. At the close of these years his father sold his farm and moved to Mattoon, Illinois, to which place he soon followed, bidding farewell to the "bluffs and peaks," the "hills and dales" of his native county and State. Still his "thirst" for wisdom had not abated, and in 1859 he attended Westminster College, at Fulton, Missouri. Entering the sophomore class, he was graduated in 1861 and returned to Mattoon, where his parents lived. While at Fulton Fisher was an ardent Republican and follower of "Abraham," the only one in Fulton, in the "Kingdom of Callaway." The presidential election took place in November, 1860; Lincoln, Douglas and Bell were candidates for the presidency. Young Fisher, although two years under age, attempted to vote, and was arrested by the city marshal and taken before a justice of the peace, who, after hearing the facts, said unto young Fisher, as King David said unto his servants who had suffered indignities at the hands of Hanun, "Tarry, young man, in the vales of Jericho until your beard be grown." "He still thirsted," and in 1862 and 1863 attended law school in Chicago. In 1864, May 6th, he was admitted to the bar under examination of Justice Sidney Breese, of the Illinois Supreme Court. The same year he was elected to the office of police magistrate in Mattoon, and served five years in that capacity. Resigning, he went to Kansas City, remained there five years and then moved to St. Louis in November, 1874. In December of the same year he opened a real estate office at No. 714 Chestnut Street, under the name and style of Fisher & Co. In 1878 the Real Estate Savings Bank made an assignment, and he was appointed by the circuit court assignee and required to give bond in the sum of $400,000. He qualified and wound up the affairs of the bank in 1881, paying depositors seventy-nine cents on the dollar. He united with the Presbyterian Church while at Waveland, Indiana, in 1857, and has always been known as a Presbyterian. He abominates "hypocrisy and cant," and hence does not exhibit any special (outward) enthusiasm in the discharge of his religious or church duties. He follows his chosen profession (selling real estate) and always sticks close to his "text," and at this writing he is still a "Presbyterian," and is still transacting business at the same old stand, 714 Chestnut Street, St. Louis, Missouri.

Mr. Fisher married Miss Alice Symmes, June 7, 1865, at Mattoon, Illinois. Miss Symmes was a daughter of Harrison Symmes, M. D.; granddaughter of Captain John Cleves

Symmes, U. S. A.; great-granddaughter of John Cleves Symmes, a distinguished jurist, who was a delegate to the Continental Congress in 1785, and for distinguished services during the Revolution was granted by Congress a large tract of land on the Ohio and Miami Rivers, and was virtually the founder of North Bend, Indiana, and Cincinnati. He died in the latter city in 1814.

Fish Law.—Seining and netting and the destruction of fish by explosives or poison are felonies under the fish and game laws of Missouri. It is a part of the duty of the State fish commissioners to look after the enforcement of this law.

Fisk, Clinton Bowen, was born in Livingston County, New York, December 8, 1828, and died in New York City, July 9, 1890. His parents removed to Michigan in his infancy. After a successful career as merchant, miller and banker in Michigan he removed to St. Louis in 1859. Early in the Civil War he became colonel of the Thirty-third Missouri Infantry Regiment in the Union Army, was promoted to brigadier-general in 1862 and brevetted major-general of volunteers in 1865. After the war he was assistant commissioner under General O. O. Howard in the management of the Freedman's Bureau in Kentucky and Tennessee. He aided in establishing Fisk University at Nashville, Tennessee, and the institution was named for him. From St. Louis he removed to New Jersey, and in later years he was especially prominent in educational and religious work, and also in the temperance movement. He was the Prohibition candidate for Governor of New Jersey in 1886, and Prohibition candidate for the presidency in 1888.

Fisse, John Henry, who has rendered many valuable services to the people of St. Louis and St. Louis County, was born September 3, 1831, in the town of Uffeln, Hanover, Germany, son of John H. Fisse. His father was a builder by trade, and a manufacturer of spinning wheels, in moderate circumstances as to condition in life. When the son was five years of age the family immigrated to this country, reaching Cincinnati, Ohio, on the 6th of September, 1836. After remaining in that city two months they came to St. Louis and established their home in a dwelling which was the property of Elihu H. Sheppard, and which is still standing at the northeast corner of Sixth and Elm Streets. On the 12th of July, 1838, the elder Fisse died, and his widow was left with three children to care for. John H. Fisse attended what was then the only public school in St. Louis, conducted in a building located at the southwest corner of Fourth and Spruce Streets, and taught by Colonel David H. Armstrong, afterward a representative of Missouri in the United States Senate. Afterward he attended the school taught by Elihu H. Sheppard, opposite the court house, on Fourth Street, and still later attended the German school connected with the Protestant Church—known as Holy Ghost Church, of which his mother was a member. After leaving this school he clerked for a time in a retail grocery store, then attended school during the winter of 1843-4, and in the spring of the year last named went to work in a clothing store located at No. 3 North Levee. He was a clerk and salesman in different stores until the summer of 1851, when he established a business of his own, at 1616 South Broadway. At this location he dealt in dry goods and groceries, prospered financially, and in 1869 retired from merchandising with a moderate competency. In 1874 he turned his attention to the business of conveyancing, the settlement and conservation of estates, the drafting of legal papers and kindred affairs, and has continued in that business up to the present time. Early in life he began taking an interest in public affairs, and in 1858 was elected a member of the city council. While serving in that capacity he helped to establish the present paid fire department of the city, and to inaugurate the fire alarm telegraph system. In 1860 he was prevailed upon to accept the nomination of judge of the county court, and was elected by a large majority over an exceedingly able and popular competitor. He served in that office until December of 1865, sharing the great responsibilities which rested upon the court during the war period. During this term of office he introduced and secured the passage of the measure which provided for the construction of the City Insane Asylum. At the close of the term for which he had been elected he peremptorily refused a renomination and retired with the good will of all classes of citizens, the convention which nominated his successor adopting, by unanimous

vote, resolutions expressive of its appreciation of his honor and ability as an official, and of unqualified approbation of his public acts and services by the people. In 1871 a legislative enactment removed the judges of the county court, as it was then claimed, in the interest of reform. At the succeeding election Judge Fisse was elected a member of the reformed court, and served until 1872, bringing order out of confusion and rendering services of great value to the county during that brief period. He introduced and pushed to passage during this time the measure which provided for the building of the present poorhouse, and inaugurated various movements which were of great benefit to the public. In 1871 he served also as chairman of a commission appointed by Mayor Cole to examine the books, papers and accounts of the several fiscal departments of the city, and discharged the duties assigned to him with signal ability. In 1874 he was the candidate of the Republican party—with which he has always affiliated politically—for the office of city comptroller of St. Louis, but suffered defeat with the candidates on that ticket. In the fall of that year, in opposition to his expressed wishes, he was placed upon the People's ticket as a candidate for State Treasurer of Missouri, but, of course, failed of election, the Democrats having a large majority in the State. In 1875, when the People's Savings Institution failed, he was made the assignee of that institution and settled up its complicated affairs, devoting most of his time to that work for five years thereafter. In 1879 he was appointed by the president of the school board member of a commission to examine the accounts of the secretary, treasurer and bailiff of the board, and to investigate the general fiscal affairs of that department of the city government. This work required six months, and the report of the commission contained many suggestions for the improvement of the financial affairs of the board of education. In 1881 the Supreme Court of Missouri designated Judge Fisse to act as a commissioner for the sale of three hundred and seventy thousand acres of Cairo & Fulton Railroad lands. This important trust he discharged with fidelity to the interests of the State and all concerned, winning the commendation of the public and of the high judicial tribunal from which he derived his authority. He has been identified in various capacities, official and otherwise, with banks, insurance companies and other large corporations, and in all the affairs of life has evinced sound judgment, breadth of view, and a comprehensive grasp of financial and economic problems. He married, in 1856, Miss Emma M. Bryson, and four children have been born of their union. Their children are William E., Addie, Dora and Emma Fisse. His first wife died in 1866, and in 1876 he married Mrs. Ellen Constance Jenkins Shade, widow of John Shade, and a first cousin of the distinguished commodore, Raphael Semmes.

Flad, Henry, a distinguished civil engineer, was born in Baden, Germany, July 30, 1824, son of Jacob and Francisca (Brunn) Flad, and died in Pittsburg, Pennsylvania, June 20, 1898. His father, who was a wealthy bookseller of Baden and a large land owner, died in December, 1824. The son received an academic education in Speyer, and in 1845 was graduated from the University of Munich with the highest honors. His first employment as an engineer was in the government service on the improvement of the River Rhine, where he remained for three years. In 1848, sympathizing with the German revolutionists, he commanded a company of engineers, and was engaged in the destruction of an important bridge across the Rhine, and also in several battles. Forced to flee from his native country, he went to France, and from there came to the United States, landing in New York City in 1849. There he was employed as a draughtsman on the New York & Erie Railroad, and afterward at Buffalo as a constructing engineer. In 1853 he took employment as assistant engineer, and also in the construction of the Ohio & Mississippi Railroad from Cincinnati to Vincennes, Indiana. Coming further west in 1854, he was resident engineer of the Iron Mountain Railroad between St. Louis and Pilot Knob, with headquarters at Potosi. Three years later he moved to Arcadia, where he acted as land agent for that company. It was not until June, 1861, that he located in St. Louis, and on June 15th of that year he enlisted as a private in Company F of the Third Regiment United States Reserve Corps. On August 19th of that year General John C. Fremont promoted him to be captain of engineers, and placed him in charge of the construction of the fortifications at Cape Girardeau. In 1862

he was assigned as major in the Engineer Regiment of the West. Later he was promoted to colonel and afterward tranferred as colonel to the First Regiment Engineers, Missouri Volunteers. At the close of the war he returned to St. Louis, and in 1867 was appointed a member of the first board of water commissioners of St. Louis, in which body he served two terms and assisted in making the plans for the present system of water works, including the settling basins at Bissell's Point and the reservoir on Compton Hill. For about two years he had an office with Professor Charles Smith, of Washington University, and Charles Pfeiffer, under the name of Flad & Pfeiffer, and continued in the private practice of his profession until appointed chief engineer of Forest Park, the grounds of which he laid out and fitted for its permanent improvement. On the adoption of the scheme and charter Colonel Flad was elected the first president of the board of public improvements, which office he filled with noted ability for three terms, or until April, 1890, when he was appointed by the President a member of the Mississippi River Commission. He rendered valuable service on this commission by introducing improvements in dredging, one of them being the application of centrifugal pumps in the removal of sand-bars, and these proving a success, more and larger dredges have since been built and put into use. But the greatest professional task of his life was in connection with the construction of the celebrated Eads Bridge across the Mississippi River at St. Louis. Captain James B. Eads had discovered his great ability, and at the beginning of that enterprise he associated Colonel Flad with himself in the work—and it was a constant cause for self-gratulation all through it that he had the good fortune to possess so valuable an assistant. The most cordial professional and friendly relations existed between the two men. Captain Eads had implicit faith in his assistant, and, indeed, in several matters—notable among them being the subject of the pressure of ice against the piers of the bridge, and the lateral pressure of the wind against the bridge itself—he had more faith in Flad's judgment than in his own, while in the unforeseen difficulties encountered in the prosecution of the work he was constantly in the habit of asking his counsel and advice. Captain Eads took frequent occasion to acknowledge his indebtedness to his friend and assistant, and when the bridge was at last completed Flad's valuable service in the work became well known in his profession and he was held in the highest esteem by all engineers. Colonel Flad was president of the American Society of Civil Engineers in 1886 and president of the Engineers' Club of St. Louis from 1868 to 1880. He was a charter member of the latter organization, and was an honorary member of the same at the time of his death. His scientific reputation was not confined to this country, but was recognized and properly estimated abroad as well. As a member of the board of water commissioners and the board of public improvements he left an indelible impress upon some of the most important affairs of our city. He was frequently called into consultation on important works all over the country. In 1889 the Washington City authorities invited him to that city to inspect their new water works; and in 1897, when the city of Cincinnati decided on its new system of water works, he was employed to report upon the plans. His railroad experience made him familiar with the needs of that business, and he had much to do with the introduction of the block signal system that prevails on many of the great roads of this country. He was an inventor also of an automatic air-brake valve operated by electricity, which has come into general use. Although continually employed in public works, he enjoyed the distinction of never having been suspected of any selfish purpose. His labors for any project were with the sole aim of accomplishing the beneficial object on its face. He was a patient student, industrious and painstaking. He was a liberal-minded man, with no littleness of character, approachable, delightful in companionship, strong of will, but most agreeable in method. In June, 1898, he went to New York to attend a meeting of the Mississippi River Commission, and on his way back to St. Louis stopped at Pittsburg to visit an old friend; and it was while walking on the street with this friend that he dropped dead from sudden heart failure. Colonel Flad married Miss Caroline Reichard, of St. Louis, September 12, 1856. Mrs. Flad, two daughters and one son survive—Mrs. L. J. Howard, Miss Fannie Flad and Edward Flad, the latter a noted civil engineer of St. Louis.

Flatboats.—The flatboats, or, as they were often called, "broad-horns," of early navigation on the Ohio and Mississippi Rivers, were boats built for down-stream trips only. They were square at each end, usually about thirty feet wide, and from one hundred to one hundred and fifty feet long, had hewn gunwales at the bottom, and were generally about eight feet deep. Boards were sprung over the top to shed the water, and long "sweeps," or oars, were adjusted so that they could be used when necessary to keep the boat in the channel. The current was the motive power, and large cargoes could be carried down stream, say three hundred tons. From 1820 to 1840 a large share of the flour, farm and other products of the river region, which found their best market in New Orleans, were transported in this way. The flatboat, being an unmanageable kind of a craft, was exposed to so many of the perils of navigation that no insurance could be obtained on the boats or their cargoes, about one out of every ten failing to reach its destination. It took about seventy days to make a trip by flatboat from St. Louis to New Orleans. When the boat got into port, its cargo was unloaded and the craft was then dismantled and the lumber sold or put to other uses. A part or the whole of the cargo was often sold at intermediate points.

JOSEPH BROWN.

Fleming, Alfred Walton, was born August 19, 1828, in Philadelphia, Pennsylvania, and died at his country home near St. Louis, January 10, 1898. A descendant of Scotch-Irish ancestors, he was the son of Thomas and Clarissa (Walton) Fleming, and his father was in his day a leading dry goods merchant of Philadelphia. The son received a classical education and then studied medicine, receiving his doctor's degree from a Philadelphia college. After practicing medicine for a time he read law, and was admitted to the bar, but his study of the sciences of law and medicine appears to have been pursued rather because of his love of the sciences themselves than for the purpose of fitting himself for an active professional career. He was favored by fortune with a comfortable patrimony, and upon coming west in his young manhood, invested a considerable portion of his means in Missouri lands, which turned out to be rich in mineral wealth. He was associated with his brothers in the opening, development and operation of the famous Lamotte lead mine, and from 1857 until the time of his death was a resident of Missouri. He was engaged in the operation of this lead mine at the outbreak of the Civil War, and at that time his career as a business man was temporarily interrupted by a term of service in the Confederate Army, in which he was a commissioned officer. After the war he resumed the conduct of his mining enterprise, which continued to yield rich returns for his outlay of time and money until 1877, when he disposed of his mining interests for a princely sum. He then retired from active business pursuits, and purchasing a tract of land in the suburbs of St. Louis, built upon it a beautiful country home, at which he spent the greater part of his time thereafter, although he occasionally made his home in the city during winter months. Having no occasion to encumber himself with the cares of business other than those incidental to the guardianship of the ample fortune which he had acquired, he gave himself up to the enjoyment of his home, his books and the society of a limited circle of friends. Naturally of a retiring disposition, he became something of a recluse in later years, but his cultivated tastes were evidenced in the ornamentation of his spacious grounds and the embellishment of his beautiful home. His library was large and well selected, choice paintings adorned the walls of his home, and those who knew him intimately were always impressed by his broad knowledge of art and literature. He delighted in living near to nature, devoted much time to the cultivation of trees and flowers, and was well versed in almost all branches of natural science. His quiet tastes and studious habits kept him from mingling to any considerable extent in society and from participation in public affairs, and, with the exception of a term of service as member of the Kirkwood school board, he held no official position. He, however, was always interested in the advancement of the community in which he lived and contributed liberally of his abundance for charitable and religious purposes, and in aid of public enterprises, the site of the town hall of Kirkwood having been one of his gifts to that village. He was never, in any sense, a politician, but was a member of the Democratic party, and as a churchman affiliated with the Presbyterian de-

nomination. Mr. Fleming was twice married; first, in 1871, to Mrs. Anna Dilks Foster. In 1892 he married for his second wife Miss Mary Cecilia Quan, daughter of Matthew William Quan, a well known hydraulic engineer of St. Louis. One son, Alfred Walton Fleming, Jr., the only child born of either of his marriages, and his widow, Mrs. Mary Cecilia Fleming, are the surviving members of his family.

Fleming, William Scott, was born August 16, 1854, in Greencastle, Pennsylvania, son of William W. and Elizabeth (Rankin) Fleming, both of whom came of Scotch-Irish antecedents. He traces his ancestry in the paternal line to the Flemings of renown, who served with Sir William Wallace in the struggle for Scotland's liberty. The family tree was planted in this country in colonial days, and Mr. Fleming's great-grandfather helped to organize a regiment in Chester County, Pennsylvania, for service in the Revolutionary War. Mr. Fleming's early life was passed on his father's farm, in Pennsylvania, and he was educated in the Greencastle public schools, and at Chambersburg Academy, in that State. In 1870 he went to Philadelphia, where he was apprenticed to John Wyeth & Brother, one of the largest drug firms in the United States. He matriculated at the Philadelphia College of Pharmacy, in 1874, and was graduated from that institution in 1878. In 1879 he came to St. Louis, and embarked in the drug business here at 1700 Lucas Avenue. The same year he married Miss May Bryant, daughter of Joseph Bryant, a wealthy stock raiser of Griggsville, Illinois. After living for a time in a handsome residence, which he erected in Chamberlain Park, he removed his family to Webster Groves, and he has since been a resident of that place. His wife, a most estimable lady, died there in 1894. Largely through his efforts the village of Webster Groves was incorporated in 1894, and he was elected its first mayor. He was reelected at the next general election, and, despite his protest, was again elected in 1899. He has also served as a member of the board of education of Webster, and its treasurer since 1894, and has been prominent in promoting the educational interests of the most beautiful suburb of St. Louis. During his first administration as mayor, ordinances were enacted under which the community succeeded in ridding itself of numerous objectionable characters, who had made suburban life unpleasant, and Webster was also made a prohibition town. At the beginning of his second administration he advocated the annexation of the adjacent villages for the purpose of making Webster Groves a city of the third class. His purpose was accomplished, after a hard struggle, owing to the objection of some residents to paying the additional taxes, which the new government would entail. After the formation of the city government he organized a fire department, and induced the people of Webster Groves to provide, by popular vote, for the issuance of bonds for the purpose of erecting buildings and furnishing the city with an adequate water supply. A thoroughly progressive man in all respects, he has been a leader among his townsmen in the advocacy of modern improvements, and Webster Groves is largely indebted to him for its good name and fame as a place of residence. He is a member of the board of trustees of the First Presbyterian Church of Webster and an active and influential churchman. A large property owner, much of his real estate is located in Mill Creek Valley, in the city of St. Louis. He is a director and member of the building committee of the National Investment Company, and is treasurer of the Washington Avenue Real Estate Company. Still interested in the drug business, he formed a partnership with Henry H. Hoch, who for eleven years had been in his employ, and in 1898 remodeled the buildings at the corner of Seventeenth Street and Washington Avenue, and there fitted up one of the largest and handsomest drug stores in St. Louis. A month after opening this store he and his partner also opened another store at 1900 O'Fallon Street. He is a member of the Mercantile Club, and of the Merchants' Exchange. Mr. Fleming has three children; two daughters are now attending the Jacksonville Academy, at Jacksonville, Illinois.

Fletcher, Thomas Clement, Governor of Missouri, was born in Jefferson County, Missouri, January 22, 1827, his father being Clement B. Fletcher, who came to this State from Maryland, in 1818. Thomas C., his second son, received a good common school education, and in 1854 was elected clerk of the Circuit Court of Jefferson County. He studied law while holding this office, and

in 1857 was admitted to the bar. A zealous opponent of slavery, he became an active Republican on the organization of that party, and was sent as delegate to the National Republican Convention in 1860, and again in 1868, attracting attention by his fine personal bearing, pleasant manners, and his spirited and effective off-hand speeches. In the Civil War he espoused the Union cause, and was, for a time, assistant provost-marshal in St. Louis, under Colonel Farrar. Afterward he took an active part in raising the Thirty-first Regiment, of which he was made Colonel, serving, with gallantry, in the siege of Vicksburg and in the battle of Pilot Knob. In 1865 he was chosen Governor of Missouri, being the first native-born citizen of the State and the first Republican chosen to that position. At the expiration of his term of office he resumed the practice of law in St. Louis. In 1890 his professional duties made it necessary for him to remove to Washington City, and there he continued to reside until his death, March 25, 1899. Governor Fletcher was tall and commanding in person, and affable in manners; warmly esteemed by his personal and political friends, and respected by his political opponents for his sincerity and honor. As a public speaker he had few equals. He was married in 1851 to Miss Clara Honey, of Jefferson County, Missouri. Their children are Mrs. Perry Bartholow, of St. Louis, and E. L. Fletcher, a civil engineer in the employ of the Missouri Pacific Railway.

Flitcraft, Pembrook Reeves, now one of the judges of the Circuit Court of the City of St. Louis, was born at Woodstown, Salem County, New Jersey, January 8, 1847. His parents were Dr. Isaiah Reeves Flitcraft and Mary Ann Flitcraft, born Atkinson. His father died in July, 1849, his mother January 11, 1893. His grandparents on his father's side were Isaiah and Martha Flitcraft, and on his mother's side Champion Atkinson and Eliza Atkinson. His ancestors on both sides were members of the Friends or Quaker Church.

During the latter part of the year 1847 his parents removed to Ohio, and from thence to Indiana, where his father died, as above mentioned. His mother then returned to Ohio, and there remained until 1858, when the family removed to Michigan, his mother in the meantime having remarried.

The foundation of Judge Flitcraft's education was laid, as is common in the Northern States, in a country district school. He prepared for college in the Quaker boarding school of Raisin Valley Seminary, near Adrian, Michigan. He entered the University of Michigan at Ann Arbor, one of the foremost colleges of the United States, in the fall of 1867, and in 1871 graduated, receiving the degree of bachelor of arts, and, in due course, from the same institution, the degree of master of arts, in 1874.

The higher education which Judge Flitcraft thus sought and acquired by his classical course in Michigan University was not due to the advantages of wealth, which, however, are more commonly disadvantages, but was entirely the fruitage of his own promptings and a praiseworthy desire to fit himself well for the profession which he had already chosen for his avocation in life. The necessary means for his expenses during his freshman and sophomore years were earned by him partly by laboring on a farm, and partly by teaching school during the summer vacations. At the close of his sophomore year his funds were exhausted, and he was compelled, from that time, until the fall of 1870 to withdraw from the university for the purpose of earning enough money to complete his course, which he did, keeping up, nevertheless, during that time, his junior class studies, and passing successfully an examination in all of the studies of the junior year of his course, and graduating with the same class which he had entered in 1867. Nothing that he has done during the whole course of his career so well illustrates his untiring energy, unflagging industry and capacity as the foregoing incident in his college course, and nothing in a man's career could be more worthy of emulation by the ambitious young men of this country.

Between the date of his graduation and the date of his admission to the bar in Kansas City in 1875, part of the time he was superintendent of schools at Charlotte, Michigan, and part of the time represented various large publishing houses, and was also devoting all his spare time during this period to the study of the law, the practice of law having been his sole object and aim.

In 1875 he formed a law partnership with John T. Voss, at Girard, Crawford County, Kansas, where he remained until 1878, when he came to St. Louis, which has been his home

ever since. In 1882 he formed a law partnership with Henry E. Mills. The law firm of Mills & Flitcraft continued until Judge Flitcraft was elected to his present position as one of the judges of the Circuit Court of St. Louis, at the fall election of 1894, taking his seat in January, 1895.

In September, 1883, Judge Flitcraft married Emma Belle Brenneman, daughter of Levi and Mary Brenneman of Pittsburg, Pennsylvania. They have two children, Ada Virginia and Edna Belle.

The large social and sympathetic nature of Judge Flitcraft naturally and early caused him to join the Masonic fraternity, and he has held in the various bodies of that order in St. Louis many prominent positions, namely, master of his lodge, high priest of his chapter, master of his council of Royal and Select Masters, commander of his commandery of Knights Templar, grand master of the Grand Council Royal and Select Masters of Missouri in the York Rite, and that of master of Knights of Rose Croix in the Scottish Rite.

Judge Flitcraft is also a member of the two benevolent orders known as the Royal Arcanum and the Legion of Honor, which rank among the best of the fraternal and benevolent societies, and was Grand Regent of the Grand Council of the Royal Arcanum of the State of Missouri in 1894.

As a man, Judge Flitcraft is beloved by all who know him. He is most ardent and loyal in his friendships, and faithful and steadfast to his friends, alike in adversity and prosperity. As a citizen, Judge Flitcraft is deservedly esteemed by the whole community in which he lives. His success as a practicing lawyer well justifies his early ambition and choice of a profession. At the bar he was distinguished for his zeal in the prosecution and defense of his clients' cause, in his quick apprehension of the decisive points of a case, his mastery of the legal questions involved. His industry and energy in possessing himself of the details of every case engaged in were most remarkable. His enthusiastic and impulsive temperament necessarily made him devoted to his client's side of the question at issue, and he was therefore not easily discouraged by the difficulties of the case, which none appreciated better than he, and yet he was not himself so litigious in disposition or so fond of strife as not to be willing to join his client in a settlement or compromise.

As a judge he has distinguished himself for fairness, honesty of purpose and unquestioned integrity. His aim and purpose is controlled and governed only by the desire to administer the law impartially and without favor or fear.

Judge Flitcraft has no disabling crotchets or hobbies or prejudices with respect to any of the numerous legal questions which necessarily come before him. His mind is always open and free to consider and decide every question presented to him according to the right and truth of the cause. While neither station nor wealth of suitors can unduly influence him, neither can the poverty or misfortune of any turn him from a just and intelligent administration of the law of the land, and while he views the law as abstract in principle, and therefore that it ought not to give more to one than another on account of personality or condition, he yet preserves for himself in his conduct and bearing a kindliness of manner most pleasing and attractive to all who appear in his court.

Floods at St. Louis.—The city of St. Louis, owing to its elevation above the river, has been, in the main, exempt from the ravages of floods, the occasional damage to houses on the river front forming hardly an exception worthy of consideration against the general statement. But indirectly the city has suffered in various ways from the high floods. The floods at St. Louis usually occur between the 15th and 30th of June, and are caused by the heavy rains and the snows melting in the mountains at the sources of the Missouri. In some seasons the Yellowstone pours out a flood which reaches St. Louis about the last of May or the first of June. According to Scharf's "History," the first unusual rise of the Mississippi of which we have any record took place in 1542, and its effect on the lower Mississippi was observed by De Soto and his followers. The earliest submergence of the American Bottom of which there is any record was in 1742. In 1772 another flood came and covered portions of the Bottom. The next period of extreme high water was in June, 1785, when the river rose twenty feet above the highest known water-marks. Opposite St. Louis the overflow extended to the bluffs. Grain fields were submerged, cattle drowned and cabins washed away on the alluvial lands. This year was known in the annals of French history as *l'annee des grandes*

cause. There were high waters subsequent to 1785, but none deserving of attention until that of 1811, which resulted in part from the annual rise of the Missouri. The flood was much greater than any that followed until 1823, about the 8th of May, caused by the heavy rains on the Mississippi. The river continued to rise rapidly until the 23d of the month, when it came to a stand. The water entirely covered the American Bottom, and the residents of Kaskaskia, Cahokia and other French villages were compelled to abandon their homes and seek refuge on the bluffs and in St. Louis. The houses in the lower part of St. Louis were surrounded by water, and the river then rose to the lower floor in the store kept by John Shackford, at the foot of Oak Street. During 1826 there were tremendous rainfalls, and from the 15th of April the Mississippi was very high, and toward the close of May overflowed its banks and spread for miles over the country. By the 8th of June, the inhabitants of Cahokia and the Bottoms sought refuge either on the bluffs or in St. Louis. The river came to a standstill on the 10th of the month, and by the 25th had reached an ordinary stage.

We now come to the great flood of 1844, when the water rose two feet five inches above the high-water mark of 1785. The winter of 1843-44 was one of unusual severity, with tremendous snow storms throughout the northwest. By the 10th of May, in the latter year, the river began rising, and by the 16th the flood began to create alarm in St. Louis. The river continued to rise until the 20th of May, reaching the doors of the stores on Front street north of Pine, and the merchants were compelled to move their stock of goods into the second stories. The waters came to a standstill on the 21st, and the river was in its banks on the 7th of June. But from the 3d to the 10th of that month there was a succession of terrible rain storms and the flood from the Missouri was coming down. The Mississippi began to rise again at St. Louis on the 8th of June. By the 15th the floods began to alarm the people, and "the great flood of 1844" had commenced its devastations, and five hundred people were driven from their homes. The water was running into the lower stories of the houses of "Battle Row," on Laurel Street; a portion of the curbstones on Water street were covered; and in Illinoistown the water rose above the first story of the houses. On the 20th the river was from three to six miles wide, and in many places nine miles. The water covered all of Front Street and the sidewalk, and along "Battle Row" it was nearly up to the door latches. The lower part of the city in the vicinity of Mill Creek was all submerged. All the lower lands in Soulard's Addition were overflowed. At Kaskaskia a large portion of the town was from ten to twenty feet under water. The water receded with great rapidity, until by the middle of June the river had reached an ordinary stage.

The next flood, that of 1851, was preceded by the rise of the upper Mississippi over its banks in many places. On May 30th the river at St. Louis began to rise rapidly, and by sundown it was fifteen feet eight inches below the high-water mark of 1844, as marked on the column in front of Center Market, and eight and one-half feet below the city directrix. A portion of the dike erected by the city between Duncan's Island and the Illinois shore was washed away. By June 23d the water had risen to four feet nine and one-half inches below the high-water mark of 1844, but then began to recede.

In 1854, the river was very high, the water covering the St. Louis levee, and doing great damage in the lower portion of the river.

In 1858 the water rose to a point two and a half feet below the flood of 1844. Also in 1863 the river rose very high, the water coming into the stores on the St. Louis levee, and much property was swept away on the lower river. The water also rose quite high in 1867, in 1871, in 1875 and in 1876, but the floods did little damage in the upper valley, although destruction was wrought in Mississippi, Arkansas and Louisiana.

In 1881 there was a flood in May. Looking from the foot of Anna Street, on the St. Louis side, the only limit for the water was the Illinois bluff, three miles to the east. The principal devastation was confined to the east side of the river. On June 19, 1883, reports were rife that the Missouri and Mississippi were rising rapidly, threatening a coming flood. The levee between Olive and Cherry Streets was submerged, and merchants were busy moving their goods to upper floors. The flood was also very threatening in East St. Louis. On the 20th there was a rise of one foot, and a fifteen-foot rise in the upper Missouri was reported. On the 21st the river was

still rising, and two hundred men were guarding the Madison dike. By the 23d a portion of the Toledo Narrow Gauge embankment was washed away, and Brooklyn and the surrounding country were flooded in consequence. A serious break in the levee occurred at Smith's Landing, twenty miles below St. Louis. The river then began to subside, and by June 30th had lost all its terrors for the people.

May 16, 1892, the Mississippi, in consequence of continued heavy rains, registered 34.9 feet, and with a rise of one foot more it was seen that the damage in East St. Louis would exceed computation. By the 18th the Mississippi began to swell in volume, and four hundred square miles of land near here were overflowed. The situation became appalling, and thousands of people were without homes or food. The main suffering and desolation were on the American Bottom and at Mineral Point. The eye rested on a boundless expanse of murky, turbulent water, the inhabitants having fled to some higher point of safety. On the bluffs back of East St. Louis five hundred people were gathered. Hospital tents, food and clothing were sent over to the flood sufferers from this city and from Jefferson Barracks. A relief fund was inaugurated by the Merchants' Exchange at a grand mass-meeting. At 11 o'clock p. m., May 21st, the water, which gradually fell, stopped, and East St. Louis was considered safe. Conservative estimates placed the damage at $10,000,000. The waters were a long time in receding, and trains passed through to the bluffs on submerged tracks.

Since 1892 there have been seasons of high water at St. Louis, but no disastrous floods. In 1897 the devastation on the lower Mississippi was caused by the great rise of the Ohio and its tributaries.

WILLIAM FAYEL.

Florence Village.—A village, then adjacent to St. Louis, laid out by James S. Watson and Samuel D. South, April 20, 1853. It is now a part of the city, on the west side of Garrison Avenue, between Thomas Street and Cass Avenue.

Florissant.—The first settlement at Florissant—or, as it was called in early records, "Fleurissant"—was made soon after the first settlement at St. Louis. A Jesuit mission was established there by Father Meurin, and in 1793 a special lieutenant, with the military rank of captain, was appointed by Baron de Carondelet, Governor of Louisiana, to act as military commandant at that place. In 1829 Florissant was incorporated as a town, but the charter was after a time allowed to lapse. It was again incorporated in 1843, and in 1857 was chartered as a city, under the name "City of St. Ferdinand." St. Ferdinand was the name given to the place by the Spanish colonist who drew the original plan of the village, and while "Florissant" is the name by which it has been commonly known, the corporate name of the city perpetuates the intent of the founder as to its name. An Indian school was established there under the auspices of Bishop Dubourg, of the Catholic Church, in 1824, and the school thus established by the Jesuit fathers, who came there from Maryland, was parent of the present St. Louis University. The novitiate of St. Stanislaus and other Catholic educational institutions have given Florissant more than local renown, and it is noted also as the burial place of many of the fathers of the Catholic Church in Missouri.

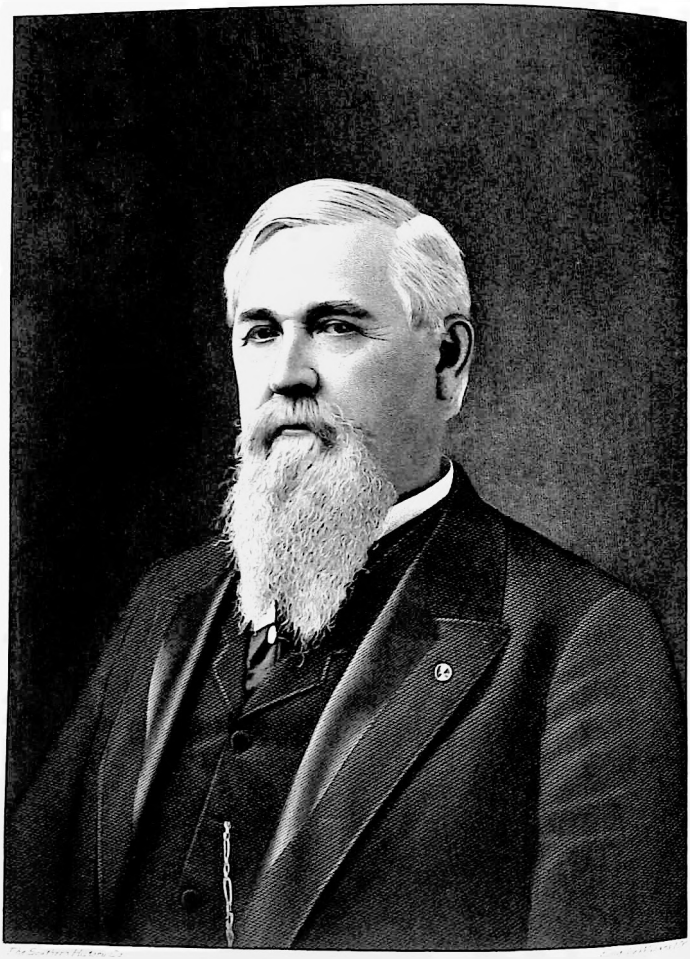
Florissant Valley Club.—This organization was incorporated March 28, 1899, by the following named gentlemen: Arthur Lee, William McBlair, George W. Niedringhaus, George F. Steedman, Francis D. Hirschberg and Wilson P. H. Turner.

The object of the club is to furnish its members a country home, convenient to the city, where they may enjoy rural life and sports.

The location of the club house is admirably designed for its purposes, being situated on the old Lucas homestead, at Normandy Heights, in St. Louis County, just beyond the city limits. The old mansion has been remodeled and made into commodious club quarters, while adjoining it the association owns some fifty acres of high, rolling meadow land. On this is located a fine golf link, a polo course and a large barn for the horses.

The present officers of the club are: Arthur Lee, president; George Steedman, secretary and treasurer, and Wilson P. H. Turner, vice-president.

Flour Inspectors, Board of.—This is a board appointed by the Merchants' Exchange, under a law of the State, with authority to inspect flour and brand it according to



its soundness, the board's brand being a guide to purchasers in determining the quality of the flour.

Flour Trade.—Flour milling is one of the very oldest of St. Louis industries, because it was one of the most needed. The rude conditions which called it into existence were supplied in the choice hard, white wheat which grew in the surrounding country, and the Mill Creek fall, which furnished the power for grinding it. Mill Creek has passed out of existence—only the name being preserved in the great Mill Creek sewer, which drains the central part of the city. The name came from several rude mills on its banks—one of them as early as the year 1766—and the last of them, known as the "Chouteau Mill," standing near the spot marked by the intersection of Eighth and Poplar Streets as late as the year 1876. In 1827 there was a more pretentious mill on the levee near Florida Street, and in 1836 a modern mill was built by Captain Martin Thomas in the northern part of the city. It was burned down shortly after being erected, but was rebuilt. Then followed others in rapid succession until, in 1847, there were fourteen, and St. Louis began to be recognized as a large manufacturer of choice brands of flour. Three years later the number had increased to twenty-two, with a capacity of 2,800 barrels a day, and in 1896, while the number had been reduced one-half, they had a capacity of 11,050 barrels a day. The flour product of St. Louis mills has increased from 662,548 barrels in 1857 to 765,298 barrels in 1867, to 1,740,026 barrels in 1895—the largest output for any one year being 2,142,949 in 1879. The receipts of flour through the same period have increased from 573,664 barrels in 1857 to 944,075 barrels in 1867, to 1,157,932 barrels in 1877, and to 1,348,000 barrels in 1896. In addition to the product of St. Louis mills and the receipts from points outside, there are many large country mills owned in St. Louis, whose product is sold and shipped direct, without being brought to the city. These shipments in 1896 amounted to 1,393,904 barrels, so that the total quantity of flour handled by St. Louis millers and dealers in 1896 was 4,076,491 barrels, worth $15,000,000.

D. M. GRISSOM.

Fordyce, Samuel Wesley, railroad president, was born in Guernsey County, Ohio, February 7, 1840, son of John and Mary A. Fordyce. The family to which he belongs is of Scottish origin, the founder of the American branch having come to this country from Aberdeen, Scotland, and settled in Western Pennsylvania about the year 1750. The earlier representatives of the family were among the pioneers of Western Pennsylvania and many of them fell in the desperate border warfare waged by the Indians against the white settlers of Green, Washington and Fayette Counties. The immediate ancestors of Samuel W. Fordyce removed to Ohio in the infancy of that great commonwealth and not long after the beginning of the present century. He himself spent his boyhood in Ohio and obtained his early education in the public schools of that State. He afterward attended Madison College of Uniontown, Pennsylvania, and completed his studies at the North Illinois University of Henry, Illinois. When twenty years old, he began serving his apprenticeship to the business in which he has since achieved such marked distinction, and to which he has devoted the greater part of his active life. At that time he was appointed a station agent on what was then known as the Central Ohio Railway, a line of railroad which has since been absorbed by the Baltimore & Ohio system. He held this position until July of 1861; when the maelstrom of civil war swept him away from his moorings and changed the course of his life. Enlisting as a private in Company B of the First Ohio Volunteer Cavalry Regiment, he served with distinction as a soldier in the Union Army, winning promotion by his bravery, faithfulness to duty and meritorious conduct. While attached to the cavalry corps of the Army of the Cumberland, he served as assistant inspector general of cavalry. At the close of the war he went south and settled in Huntsville, Alabama where he established the banking house of Fordyce & Rison. While living in Alabama he not only became well known throughout the State as a business man of superior capabilities, indomitable energy and comprehensive views, but as a participant also in the conduct of public affairs. Acting with the Democratic party, he took an active interest in politics, and in 1874 served as a member of the Democratic State Central Committee of Alabama. In the early part of

the year 1876 he removed to Arkansas and became largely interested in various business enterprises in that State. In 1881 he was made vice-president and treasurer of the Texas & St. Louis Railroad Company, and in 1885 was appointed receiver for the same company. Within a year thereafter he succeeded in relieving the corporation of its financial embarrassments and when the company was reorganized and its name changed to the St. Louis, Arkansas & Texas Railway Company, he was elected to the presidency of the corporation. In 1889 financial difficulties again necessitated the appointment of a receiver for the company, and Colonel Fordyce was again designated by the court to act in that capacity. In 1891 another reorganization was effected, and Colonel Fordyce again became president of the company, a position which he retained until 1899. Under the reorganization of 1891 the name of the road was changed to "St. Louis Southwestern," but it is best known in railroad circles and to the general public as the "Cotton Belt Route." Connected with this line of railway for sixteen years, and during most of that time its chief executive officer, Colonel Fordyce has taken high rank among Western railroad managers, and his personal popularity among railroad men and with the large portion of the business public with which he has been brought into contact has been no less notable than his success as a director of railroad affairs. He has been a close student of what may be termed the science of railway transportation and has brought to bear upon the problems presented to him for solution a broad knowledge of Western commerce, a genius for financiering and excellent judgment of men and affairs. A natural suavity of manner and equability of disposition have enabled him to deal with the many vexatious questions demanding his attention with little friction and the affairs of a great corporation move along smoothly under his direction, those brought into daily contact with him having their tasks made easier and their burdens lightened by his uniform courtesy and kindness. He was prominent politically in Arkansas during nearly all the years of his residence in that State. In 1880 he was a delegate to the Democratic Gubernatorial Convention of that State, and in 1884 to the State Judicial Convention. From 1884 to 1888 he was a member of the National Democratic Committee from Arkansas, and in 1884, and again in 1892, he was a delegate to the National Democratic Convention, sitting in both the Chicago conventions which gave to Grover Cleveland the nominations which resulted in his election to the presidency and serving in the convention of 1892 as chairman of the Committee on Permanent Organization. As a Union veteran of the Civil War, he has been among the most prominent of those who have sought on all occasions to restore fraternal relations between those who participated in that great conflict, fighting on opposite sides. When the issues which brought about the war had been irrevocably settled, he could see no reason for the continuance of strife and felt that an American honored himself in paying tribute to the bravery and chivalry of American soldiers, on whichever side they fought in conflict with each other. Nothing could better exemplify his feeling on this subject and no utterance could evince more genuine patriotism than the sentiment which he expressed in a letter written to the "Arkansas Gazette," in 1897, in response to a request for his opinion, as an ex-Federal soldier, on the propriety of erecting by popular subscription a monument to the Confederate dead at Little Rock. In this letter he said, among other things:

"ST. LOUIS, June 21, 1897.

"To the Editor of 'The Gazette':

"Dear Sir—You ask me to write to you, from the standpoint of an ex-Federal soldier, my opinion of the movement inaugurated by 'The Gazette,' having for its purpose the erection, by popular subscriptions of a monument at our capital city in memory of those brave men who fought and fell in defense of a principle they believed to be right. I am in hearty sympathy and accord with this grand and glorious movement. At this late day the wonder is that this labor of love did not have earlier origin. It certainly is, and ought to be, a labor of love to revere the memory of brave and self-sacrificing men the world over. The honor and chivalry of the American soldier is a common heritage of our reunited republic, and, in my humble judgment, citizenship is made broader and more patriotic by keeping alive the memory of the gray, as well as of the blue. . . . I believe that the voices of the great war President, Lincoln, and that great commander-in-chief of the

Federal Armies, Grant, though dead, would say, could they speak to us now: 'All honor to the memory of those brave men who fought in either army—to those who fought that the Union might be preserved, as well as to those who fought that a new republic might be established and maintained on this continent.' If Mr. Lincoln, while the republic was in its death struggle, could utter the sentiment that has made his name immortal: 'With charity for all and malice toward none,' he would, if living to-day, glory in the spirit which prompts the erection of monuments to the Confederate dead. In another address, he spoke as with the voice of a prophet, while the war was furiously waging: 'We must not be enemies; though passion may have strained, it must not break our bonds of affection; the mystic cords of memory stretching from every battlefield and patriotic grave to every living hearth and hearthstone, all over this broad land, will swell to the chorus of the Union, when again touched, as surely they will be, by the better angels of nature.' So, also, would that great commander-in-chief, who said after the conflict had ended, 'Let us have peace,' and who, in his broad, generous, magnanimous, open and forgiving heart, said at the surrender of Lee at Appomattox, when told that the Confederate army was hungry: 'Send your commissary and quartermaster to Appomattox Station, where our trains are stopped, and take all the provisions your men require;' and, also, at the same time and place, said to the tired veterans of Lee's exhausted army: 'Take your horses, you will need them to put in your crops.' But still this is not all. Another expression from Grant, which must touch the heart of every living ex-Confederate soldier, and remain green and fresh in his memory as long as life shall last. When some inconsiderate officer of the Union side thought to celebrate the victory by firing a salute of one hundred guns, Grant would not permit it, because, as he says in his 'Memoirs,' 'the Confederates were our prisoners, and we did not want to exult over their downfall.' In the language of another: 'You will search history in vain for other examples of such delicate consideration for the comfort and feelings of a vanquished adversary.'

"The ex-Federal soldier of to-day, drawing inspiration from such expressions from such men as Grant and Lincoln, can but feel that they honor themselves in doing all honor to the memory of the dead heroes of the lost cause. When we recount that the feeling of hostility between the States, engendered by the late war, is fast passing away; the soldiers who were young then are now old and past middle age, and that between the blue and the gray a bond of friendship exists, almost as close as if they had fought on the same side and drank from the same canteen, although sometimes politically opposed, their admiration for the honor and integrity of each other is almost sublime; I say that when we know these things are so, why should not the blue be proud of the monuments erected to the memory of the gray?"

In his official capacity, Colonel Fordyce has been one of the great employers of the labor of the country, and his bearing toward those who sustain to him the relation of employes has always been of an ideal character. Broad liberality and the instincts of the philanthropist have been manifest in his dealings with the laboring classes, and at a Labor Day celebration held at Pine Bluff, Arkansas, in 1897, he delivered an address which evinced a most careful study of the relations of capital and labor, and which breathes throughout the spirit which will ever cause them to work harmoniously together for the good of both.

Colonel Fordyce married Miss Susan E. Chadwick, a Southern lady, who was a daughter of Rev. Dr. William D. Chadwick, pastor of the Cumberland Presbyterian church, of Huntsville, Alabama.

Foreign Consulates.—St. Louis is one of the larger cities of the United States in which various foreign governments are represented by consuls, or consular agents. In 1897 there were sixteen of these consular officers in the city, ten of whom were designated as consuls, four as vice-consuls and two as consular agents. The person appointed consular representative of a foreign government in the United States first presents his credentials to the State Department at Washington and receives from the Secretary of State an exequatur, authorizing him to exercise his powers in the place to which he is assigned. On receiving his exequatur he notifies the Governor of the State and the city authorities of the city to which he is accredited of his official recognition by the government of the United States, and enters upon the discharge of his duties. These duties consist in look-

ing after the commercial interests of the country he represents and protecting the rights of subjects of his government who are residents of the territory, or may come within the territory over which his jurisdiction extends. The countries represented by full consuls in St. Louis are the Argentine Republic, Austria-Hungary, Belgium, Germany, Brazil, Costa Rica, Mexico, the United Netherlands, Sweden and Norway — represented by one consul—and Switzerland. The countries represented by vice-consuls are Denmark, Great Britain, Spain and Greece; France and Italy are represented by consular agents. The consulates which have been longest established in St. Louis are those of Austria-Hungary, Denmark, Great Britain, Italy, United Netherlands, Spain and Switzerland. The newest of the consulates is that of Costa Rica, established in 1895. The Mexican consulate is one of the most important in St. Louis, and since 1893 the representatives of the Mexican government in this city have been a consul, a vice-consul and a chancellor. Great Britain and Spain, now represented by vice-consuls, but formerly represented by full consuls, established their consular bureaus here long before the Civil War. The waning trade interests of Spain have diminished somewhat the importance of the office, and a reorganization of the British consular service in the Western cities of the United States has changed the rank of her Britannic Majesty's representative in this city.

Foreign Trade of St. Louis.—With the founding of the city in 1764 commenced the commerce with foreign countries. The country of the Illinois or Upper Louisiana, as it was then called, was still held by the French monarch Louis XV, although it had been ceded to Spain by the treaty of Fontainebleau on November 3, 1762. The latter power, however, did not formally take possession of it until 1766, when, in March of that year, Count Ulloa arrived at New Orleans to receive the transfer from the French authorities. By the treaty of Paris, on February 10, 1763, all North America was divided between Great Britain and Spain. The former power having the territory east of the Mississippi River north of the Iberville, Spain retaining Florida and the territory west of the Mississippi. St. Louis was therefore in Spanish territory.

The French-Canadian fur traders, starting from Quebec up the St. Lawrence and the lakes, gradually formed trading stations among the Indians and extended the sphere of their operations as far west as the Mississippi River, that stream soon became for them a great trading waterway. The advantageous situation of St. Louis at once became apparent, both as a high healthful situation and also as a good trading point for the numerous tribes of Indians living in that territory. These traders brought their Indian goods from Quebec and made their returns there in skins and peltries, which found their way ultimately to London. There were several settlements of traders, with their families, who had been doing business in Illinois east of St. Louis at Fort Chartres, Cahokia and other villages, and nearly all these families, dissatisfied to remain under the government of Great Britain, moved over the river to Spanish territory in preference, and thus was the city of the Indian mounds established. Connection with New Orleans was soon opened, and enterprising men soon began a trade with that city. Among the first was the firm of Maxent, Laclede & Co. of New Orleans, who bought their goods in Havana, Cuba, which was at that time a great commercial entrepot for Spanish trade, and the base from which the Spanish government and traders carried on their operations in their colonizing schemes and ventures into the territory adjacent to the Gulf of Mexico. The Mississippi River afforded them an easy access to a very extended field of operations. Soon barges and flatboats were built at St. Louis and loaded with hides and peltries, to which were added in process of a short time the products of the district—salted pork, beef, lumber, lead and maple sugar. And these formed the basis of exchange for the goods bought in Cuba and New Orleans. Trading was also done with the English settlements of the Ohio, Virginia and Pennsylvania by the way of the Ohio River.

More or less connection, however, was still kept up with Canada, on account of the business and family ties existing among the different families, who were mostly French Canadians. A number of settlers came up at this early period from New Orleans, mostly French, who had their direct connections with France. Some families came direct from France to St. Louis.

The French and Spanish traders, making St. Louis their headquarters, soon extended their operations all through the Indian settlements bordering on the Missouri and Mississippi Rivers and their tributaries, collecting the results of their voyages at St. Louis for sale or foreign shipment.

Stoddard, in his historical sketches of Louisiana, gives us the average annual statistics of this fur trade for fifteen successive years, concluding with 1804, for Upper Louisiana, presumably mostly St. Louis:

Castors, 36,900 lbs., valued at	$66,820
Otters, 8,000 lbs., valued at	37,100
Bear skins, 5,100 lbs., valued at	14,200
Buffalo skins, 850 lbs., valued at	4,750
Raccoon, wild cat, fox skins, 28,200 lbs., valued at	12,280
Martins, 1,300 lbs., valued at	3,900
Lynxes, 300 lbs., valued at	1,500
Deer skins, 158,000 lbs., valued at	63,200
Total	$203,750

With the small population at that period this was an amount of no small magnitude, and if the traders could have realized direct the returns from London, which point their products ultimately reached, their coffers would have been much more largely enhanced than simply by returns from Quebec or New Orleans. But time was an object to them, and stocks of goods were at once exchanged at Michillimackinac or the cities named.

Soon connection was made with the Eastern cities of Baltimore and Philadelphia, and goods used by the inhabitants, such as dry goods, clothing, etc., were bought from the British in those cities and afterward under the American regime, and these were brought over the mountains and by the way of the Ohio River. Groceries and heavy goods were bought in New Orleans, and iron, steel, nails and all were boated by the usual style of barges or keelboats on the Ohio and Mississippi Rivers.

It was estimated that the annual average importations and sales to the Indian trade on the Missouri River alone for fifteen years up to the period of 1804 amounted to $61,000 (see Stoddard's "Louisiana," page 298), and would probably represent nearly half of the entire Indian trade of Upper Louisiana, the large proportion of which was controlled by St. Louis, and distributed, for those times, quite an amount of money among the then small population.

The majority of the Indian traders were migratory, and either did their business through such houses as Maxent, Laclede & Co., Sanguinet, Sarpy, Gratiot, Papin, Chouteau, Labadie, Benoist, Cabanne and others, or had their joint account arrangements with them. The most successful traders by far were the French-Canadians, who seemed to have a special adaptability in securing the good will and friendship of the indigenes. The British or Americans failed often to get into their good graces in their commercial ventures, and the natural aggressive character of the Anglo-Saxon brought on frequent disputes and misunderstanding, which the more polite and amiable traits of disposition of the French turned to their advantage.

Quite a number of French emigrants direct from the southwest of France settled in the colony, coming by way of New Orleans.

Previous to 1770 the ecclesiastical authority under the French regime over Upper Louisiana was held by the bishop of Quebec, but from that year under the Spanish authority it reverted and was held by the bishop of Cuba, whose authority then extended over the entire territory known as Lower and Upper Louisiana.

The transfer by Spain of the Territory of Louisiana to France in 1800, and subsequently by that power to the United States in 1804, brought an increasing emigration and business enterprise, and the rapid development of commerce with New Orleans by steamboat soon gave the city a wide reputation of commercial importance. When the first steamboat arrived from New Orleans it inaugurated an era of business activity between the two cities, and soon served also the better to make a direct connection with European houses. Considerable importations were made from France and Spain.

With the transfer of St. Louis and its territory by France to the United States virtually closed the first period of what might be termed its foreign trade, as soon thereafter the agents of the fur and hide houses of Philadelphia, New York and New Orleans established themselves in St. Louis and bought for those markets. The original John Jacob Astor was one of the earliest fur traders to establish his buying agency for peltries, in May of 1799. Chouteau and others, who had formed the Missouri Fur Company, merged the same into the Western branch of the American Fur Company, of which Mr. Astor was one of the

principal owners. Conditions were rapidly changing and close business connections were being made with the cities of the Eastern seaboard. Emigration commenced flowing in, and a new impetus was given to trade. In 1820 the population amounted to nearly 5,000.

Mexican Trade.

In 1825 was inaugurated a new trade. Congress was induced to survey and locate a road from Independence, Missouri, toward Santa Fe, New Mexico, and profitable trade was opened up not only with the Indians en route over these expansive prairies, but quite a commerce was commenced with Santa Fe, the distributing point for that portion of Mexico, Major Sibley being the pioneer trader over this route.

These commercial expeditions fitted up in St. Louis went up the Missouri River and started from Independence on their long and somewhat perilous journeys. They were of a semi-military character, the men being well armed, and having under their charge sometimes as many as two hundred wagons and large numbers of pack-mules. Game was plentiful en route, there being deer, buffalo and elk, as well as turkey and the smaller game, so that there was always an abundance for the commissariat. Care had to be constantly observed in striking camp to form corrals for protection of stock and people, as the treacherous Comanche or Apache might be lurking for an advantageous strike. The goods that were taken across the plains consisted of dry goods, shoes, flour, provisions, hardware and other necessary articles, and brought back returns for same in hides, peltries, silver and Spanish doubloons.

In 1817 a Mr. Glasgow, from Philadelphia, established himself in St. Louis, and his son became an important factor in this trade with Santa Fe; also extending the expeditions to El Paso and Chihuahua. A Mr. McKnight went out with a lot of pack-mules to Santa Fe in 1834 via Independence, and a Mr. W. S. Meservy made regular trips up to 1838. Also Mr. James Harrison, father of the present Mr. Edwin Harrison, equipped a train of pack-mules and wagons and went out as far as Chihuahua.

At that period they passed through many hostile tribes of Indians, but as these tribes were only armed with lances and bows and arrows, they were not a very formidable foe against well-armed mule-train drivers, but they frequently annoyed them by stampeding their mules. The entire country was infested by them, and they made their raids as far down as the City of Mexico.

The journey from St. Louis to Chihuahua usually took at that period about ninety days. Governor Armijo was then Governor of Nuevo Mexico, and collected the custom duties, charging $500 per wagon load, and if not convenient to pay it in cash he would accept it in goods, as he carried on a large supply store. With the duties he collected he was enabled to maintain a band of soldiers to keep the Indians in order. The traders soon learned the advantage of having very large wagons, to which they attached eight or ten mules, as by this means their duties amounted to less, on account of the larger loads of goods they could carry in them. And "Chihuahua Wagons" are known to this day, for their enormous capacity and carrying power.

The first houses which promoted this Mexican trade were Glasgow Bros., Robert Campbell, Doan, King & Co., Crow, McCreery & Co., Eddy, Jameson & Co. and others, and the volume of the business increased to such an extent as to be quite a feature in the commerce of the city. Not only were dry goods, boots and shoes, groceries and hardware bought for the Mexican market, but machinery of all kinds was purchased and taken across the plains at an early period of the trade, and the foundries of Gay, Geo. Kingsland, Judd, Todd and others furnished many outfits in that line.

Mr. E. J. Glasgow, who lived at Mazatlan in 1840, returned to St. Louis, and with his brother's aid took an expedition to Santa Fe and Chihuahua. He relates some perilous adventures, one of which interesting episodes has failed to be noted by the historians of the Mexican War, and is now given here to save it from oblivion:

In one of the expeditions to Mexico several parties had deemed it advisable to join their trains together for the better protection of all, Mr. Glasgow among the number. While on the way war had been declared by the United States against Mexico, and Colonel Doniphan, then commanding some Missouri troops invading Chihuahua, overtook this expedition of traders of something like two hundred and fifty wagons, swore the drivers in as soldiers of the United States, Mr. Glasgow in command, and made the attack on Chi-

huahua, driving Governor Trias out of the city. General Sterling Price afterward overtook them at Santa Cruz, sixty miles south of Chihuahua, after an unparalleled march of over sixty miles in twenty-four hours, and received the surrender of Trias and his forces. Mr. Glasgow pathetically remarked that they never received the honor of being Mexican veterans, nor did they receive the emoluments of a pension, to which they were entitled as part of the army, all through the neglect of Colonel Doniphan to report their enlistment to the War Office at Washington. *"Sic itur ad astra."*

Trade with France.

The direct trade with France commenced early. The French citizens who had come over to cast their lot with the new colony soon opened correspondence with merchants in La Rochelle and Bordeaux, and direct shipments were made there as well as to London. Goods and supplies were also ordered of European manufacture, and were shipped by way of New Orleans. The long delay this necessitated, however, caused them to make their purchases afterward mostly in Baltimore and Philadelphia.

In 1845 the first direct shipment of wheat took place. Two French gentlemen, with their servants, visiting the West with a view to a hunting expedition into the buffalo country, finding that wheat was cheap at St. Louis, purchased sufficient for two ship loads through the firm of Chouteau & Valle. It was inspected by Mr. Michael McEnnis, who still is an honored member of the Merchants' Exchange. It was shipped in sacks by the Mississippi River via New Orleans, and consigned to Bordeaux, and the result made it a profitable venture. This trade with France is still kept up more or less, although a heavy duty is now imposed by the French government on both flour and grain as a protection to their own agriculturists and millers, which restricts the business materially.

The firm of J. & G. Walsh & Co. became heavy exporters of grain, flour and provisions, lead, etc., to Europe. One of their first large shipments was made as a gift to the suffering people of Ireland during the famine in 1838, with freight prepaid—"*munus Apolline dignum*"; a noble act by a noble family. The proprietors of this house were large owners of lead properties, and they imported heavily of various lines of goods. Coffee, sugar and cigars continued to be imported in large quantities from Cuba by a number of houses, who had their connections in New Orleans. All the shipments were, of course, made by way of the river, and from thence by vessel direct to Europe.

Henry Shaw, an Englishman, and afterward a noted philanthropist, opened business at Main Street, between Olive and Locust, and imported largely from England, from 1826 to 1835, of guns, hardware of all kinds, cutlery, blankets, knives, vermilion and other Indian goods, and formed the basis of his large fortune.

The firms of John Mullanphy, Glasgow, Shaw & Larkin, Davis, Tilden and Richards were large dealers and importers about 1837-40, and several of these persons laid the foundations of great fortunes, which are still in evidence, and established a high standard of commercial honor for which St. Louis has always been deservedly renowned. Hugh and Robert Campbell, Upsdell, Pierson & Co., and other successful houses came later, and with the growing importance of the trade increased the transactions with foreign countries to an immense extent.

As no special records were kept of the early direct trade such as are now kept by the Merchants' Exchange, and by the Custom House, we are dependent upon the memory of the few of those who are yet living, and whose memories, linked with the past, have, though fading, some recollections of the early times, and to Mr. E. J. Glasgow and Mr. Michael McEnnis the writer is especially indebted for the data given, as well as to the valuable archives of the Merchants' Exchange, so skillfully collated by Mr. George H. Morgan.

The great producing power of the country adjacent to St. Louis, with the tide of immigration which flowed in after the transfer of the country to the United States, was exemplified in the large surplus of wheat, flour, corn, meats, etc., which were produced; and it became a question to export them to other markets in order to realize a value. In the spring of 1842 the market price of wheat was quoted at 55 cents per bushel; flour, $4 per barrel; corn, 20 cents a bushel; whisky, 17 cents per gallon; bacon and shoulders, $1.50 per hundredweight; hams, $2.50, and sides, $3 per hundredweight, and lard, 5 cents per pound. With these prices connections that had been opened in New Orleans did a large

business in exporting, but as no regular statistics were kept, it is difficult to arrive at an estimate of the amounts so shipped. The inspector's report states that 19,075 barrels of flour, and 18,656 barrels of whisky were manufactured in 1840, it being rather remarkable that these two products should tally so closely in quantities. The imports continued to increase—iron, cutlery, guns, drugs, glassware, queensware, chinaware, dry goods, linens, laces and carpets from the United Kingdom; fancy canned goods, wines and raisins from France, Germany and Spain; and olives, macaroni and marble from Italy. The production of coffee being limited in Cuba, and the consumption increasing on such a large scale, resort had to be made to the markets of Brazil and Venezuela, where it was to be had at lower prices. The firm of Glasgow Bros. early made direct imports of this product from Rio, payments being made by acceptance at sixty or ninety days, as arranged, payable in London. The finer coffees, such as Mocha and Java, were bought in New York, London or Amsterdam.

Export Products.

Tobacco became an article of large production, and was shipped heavily via New Orleans. The finer qualities of Havana and Sumatra tobacco have been imported for cigar factories in later years. As early as 1838 James E. Woodruff & Co. made large advances on shipments consigned to Glasgow, Liverpool and London, and this trade continued many years. The firm of Adolphus Meier & Co. also shipped to Europe largely from 1842 to 1850. Receipts by the river, as compiled by the annual review of the "Missouri Republican" newspaper for the years from 1844 to 1848, show a total for five years of 49,918 hogsheads. The total crop of Missouri, however, for those five years amounted to 70,100 hogsheads. As showing the markets to which American tobacco was imported, we may mention that, in 1851, Russia received 1,856 hogsheads; Sweden, 1,408; Hanse towns, 22,506; Holland, 11,871; Belgium, 503; Great Britain, 23,698; the colonies of Great Britain, 2,681; France, 10,101; Spain, 8,958; Portugal, 550; Italy, 7,651; Africa, 2,197, and elsewhere, 1,953; in all amounting to 95,945 hogsheads. We have no way of ascertaining what proportion of this was furnished by St. Louis. The Missouri product was shipped mostly to New Orleans, and was there sold to foreign account or shipped on consignment.

Hemp was at this period an important article of production, and the trade sold and shipped from 50,000 to 80,000 bales per annum, and during the five years ending in 1848 253,634 bales.

Lead was always an important article of export, considerable being shipped to Canada. The receipts for 1847-8 were 3,528,566 pigs. John Stagg & Co. were large buyers of this product for foreign account as early as 1839. William Dwyer also shipped heavily of both lead and tobacco to Europe.

The European demand for flour steadily continued to augment with the increasing production. The high character which the millers of this city early established in the uniform and pure qualities of their different grades made their brands readily acceptable in the several foreign markets to which they were shipped, and this reputation for honorable dealing and strict adherence to grade and freedom from adulteration has made St. Louis the synonym of all that is correct and honorable. For five years—from 1844 to 1848—there were received 1,166,192 barrels, of which the proportion finding a foreign market can not be accurately ascertained. Of wheat there were received during these years 8,157,780 bushels. For the same reason that accurate statistics of any foreign shipments were not kept at this period we can not give the figures of the exports, although it is known that they were considerable.

Of corn there were received during these years 2,569,302 bushels; of beef, 15,124 tierces, 23,836 barrels and 418 half-barrels; of pork, 235,644 barrels, 2,361 half-barrels and 9,772,649 pounds; of bacon, 80,846 casks, and 9,064 barrels and boxes; of lard, 145,949 barrels, 57,364 kegs and 6,733 tierces; and of tallow, 920 casks and 5,624 barrels. A large portion of these products found a foreign market, mostly by way of the Gulf. It is said that at least one-third of the pork product of 1848 was put up expressly for the English market, and we can reasonably count on nearly one-half of those products for those five years reaching European consumption.

The importation of goods, wares and merchandise from foreign countries during the same period of years is estimated in the aggregate to have been from one to two million dollars per annum. Some of the goods being

entered in the customhouse at New Orleans, were then forwarded here; and some coming direct to the St. Louis customhouse, were entered and the duties paid in this city. Of these about 50 per cent came from Great Britain and her colonies, about 16 per cent from Germany, 5 per cent from France, 4 per cent from Spain and 25 per cent from her colonies in the West Indies, except that during the year 1848 this latter was very much increased, the duties collected from West India sugar alone amounting to $38,914.80. The duties paid into the St. Louis customhouse in 1846 on European imports amounted to $40,964.87. Some coffee was beginning to be imported at this period direct from Brazil—as Cuba could not supply the demand—and in 1846 it amounted to 65,000 sacks. During the years from 1846 to 1848 there were imported 156,609 bags.

Of sugar there were brought into this market during the same years 38,787 hogsheads and 11,989 barrels. Only a portion of this was imported from Cuba, considerable of the product coming from Louisiana.

The customhouse records show that the foreign value of merchandise imported into St. Louis during the years 1851 and 1852 was $1,904,884, of which $837,446 came from Great Britain, $113,662 from France, $45,934 from Germany and Holland, $162,169 from Brazil and the balance from other countries. The value of various products was as follows: Sugar and molasses, foreign cost, $702,925; hardware, cutlery, etc., $251,677; railroad iron, $233,105; earthen and glassware, $179,515; tin plate, tin, iron, copper, etc., $91,308; dry goods and fancy goods, $135,101; brandies and other liquors, $57,697; burr stones, $2,677; drugs and medicines, $3,574, and cigars, $5,773.

It will be seen from the foregoing figures that the foreign trade grew rapidly with the increase in the population, which, in 1852, amounted to about 95,000 people. As showing this great increase of the city up to 1897, we may take the figures for that year of the Merchants' Exchange, which show foreign shipments to have been as follows on through bills of lading to Atlantic ports: Flour in barrels, 619,103; cotton in bales, 214,356; tobacco in hogsheads, 1,982; canned beef in pounds, 11,267,355; wheat in bushels, 325,012; meat in pounds, 7,535,947; ham in pounds, 1,431,841; lard in pounds, 648,877; tallow in pounds, 494,584; corn in bushels, 621,406; oil cake in pounds, 2,525,213, and many other minor items. By way of the jetties and New Orleans, in the same year were shipped 2,390,897 bushels of wheat, and 3,585,589 bushels of corn. This large movement, owing principally to the improvement of navigation by the jetties at the mouth of the Mississippi, went to nearly all the European countries. The large increase in the foreign trade in grain later is best shown by the following extract from the Merchants' Exchange report:

"The direct export trade of 1883, both by way of the jetties and by the Atlantic seaboard, makes a very favorable showing, exceeding by 159,422 tons that of the previous year. The exports of corn by river amounted to 9,029,509 bushels, a very gratifying exhibit, being nearly equal to those of Baltimore, exceeding both Boston and Philadelphia and being two-fifths of those of New York. The total movement in bulk of all grain to New Orleans was 11,059,808. In 1897, in common with other branches of trade, the foreign movement for the year showed a large increase over 1886. The movement both by the Atlantic seaboard and by the jetty route, via New Orleans, increased, the total amount exported being 453,964 tons, as against 263,205 tons in 1886, and 283,738 tons in 1885. The movement via the Atlantic seaboard increased largely over the preceding year in cotton, flour, tobacco, grain, meats and tallow. In 1889 the tonnage of shipments of wheat and corn through New Orleans and the Atlantic seaboard increased to 524,620 tons."

The import duties collected at this Custom House on merchandise from foreign countries in 1861 amounted to $14,425.15. In 1870 $1,996,083.49 was collected, a remarkable increase during a decade, accounted for, in part, by the heavier duties consequent upon the expenses of the Civil War. In 1880 $1,320,855.61 was collected; in 1890, $1,375,103.09, and in 1897, $1,047,773.23.

Coffee has been one of the prime articles of import, amounting, in 1865, to 60,106 bags; in 1875, to 166,914 bags; in 1885, to 272,119 bags, and in 1895, to 259,289 bags. Our coffee roasters and importers do not get all of this direct from the producing countries, but a large amount is bought at the United States ports from brokers. While the local consumption is great, a large proportion is sold in this

market for distribution in this and neighboring States.

The trade in cotton in this city is but of late date. Previous to the Civil War very little cotton was received here for sale. The receipts in 1862 were 39,430 bales, mostly through shipments. The St. Louis Cotton Mills, operated by A. Meier & Co., previous to the war, used from four to five thousand bales per annum, which was shipped to them from Memphis or other Southern markets. With the close of the Civil War, however, there commenced an active trade in this staple. St. Louis being the first city free from military occupation, considerable quantities were shipped here for sale, and the trade continued to increase. Substantial houses, such as Senter & Co., Hill, Fontaine & Co., and the Allen-West Commission Company, opened offices at this early period to receive shipments consigned for sale. The following is the movement: Net receipts for 1865, 89,215 bales; foreign shipments, 73,113 bales; net receipts for the year 1872-3, 59,709 bales; foreign shipments, 70,949 bales; net receipts for the year 1882-3, 296,760 bales; foreign shipments, 144,331 bales, and net receipts for the year 1892-3, 172,838 bales, and foreign shipments, 124,648 bales.

To give a comprehensive and exact condition of the foreign trade of this city at the present time, the writer can not do better than submit an extract from his annual report to the members of the Latin-American Club, made September 3, 1898:

Present Trade Conditions.

"The foreign shipments of flour and grain for last year were: Flour, 405,569 barrels; wheat, 3,468,215 bushels; corn, 14,795,031 bushels; and oats, 1,047,779 bushels. Of this Cuba received 37,790 barrels of flour; Central America, 5,420 barrels of flour and 4,000 bushels of wheat; and Mexico, 33,907 bushels of corn.

"This city being fourth in rank as a packing point, its importance as a provision market must be noted. The total number of hogs received here and killed during the season of 1896-7 was 1,089,533. The export movement in this line is not taken, but from a large brokerage firm, well posted, we learn the following is about the proportion of the foreign shipments: About seven-eighths of all the lard; nearly all sides from hogs, averaging 180 to 200 pounds; 50 per cent of shoulders; 25 per cent of hams.

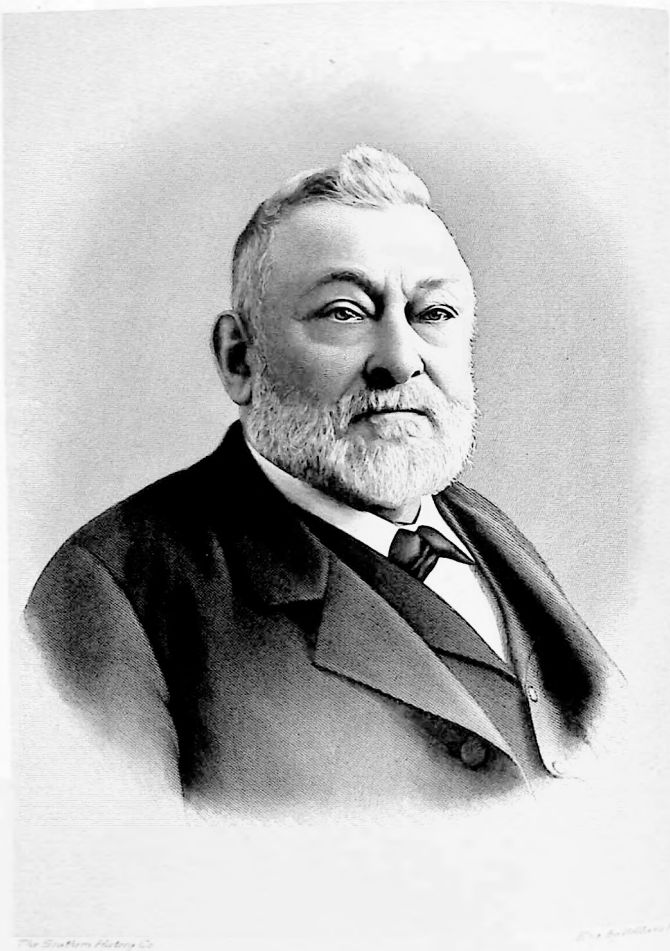
"The unprecedented crop of cotton for 1897-8 of 11,199,994 bales, as against 8,757,954 bales for 1896-7, has also been a fruitful source of favorable trade balance, and although the price has ruled lower than for fifty years, the aggregate of money received for the foreign exports of this great staple has been large. The St. Louis foreign exports were, for the crop of 1896-7, 126,708 bales, and for the crop of 1897-8, 331,005 bales. The shipments to different countries were as follows: Great Britain, 1896-7, 119,545; 1897-8, 223,723; Canada and Nova Scotia, 1896-7, 796; 1897-8, 72,123; Germany, 1896-7, 4,791; 1897-8, 11,798; France, 1896-7, 800; 1897-8, 1,934; Italy, 1897-8, 9,104; Belgium, 1896-7, 176; 1897-8, 500; Russia, 1897-8, 670; Sweden, 1897-8, 500; Japan, 1896-7, 668; 1897-8, 11,803; China, 1897-8, 50; total for 1896-7, 126,776 bales; total for 1897-8, 331,005 bales.

"St. Louis being the largest manufacturing point for tobacco in the world, it is interesting to know the extent of the receipts and shipments of this article.

"The receipts for 1897 were 53,850 hogsheads and 9,052 packages; of this there was shipped a portion abroad, of the amount of which there are no exact figures kept, but through the courtesy of the internal revenue office we get the following statistics of manufactured tobacco shipped to foreign countries: From July 1, 1897, to July 1, 1898, 16,129 pounds; cigarettes, 22,044,000. This latter industry is growing rapidly, and St. Louis cigarettes are shipped to Australia, Africa, Japan, China, Central and South America, and even Mexico.

"The next most important article which calls for our attention is the product of our breweries. There is no way to get at the actual figures of the exports of this article. We know that several of our breweries are doing a large foreign business, St. Louis beer having appeared in South Africa and Australia, even. A large business is done with Central and South America and the West Indies, and while they have well-nigh been driven out of Mexico by the establishment of local breweries there, they have largely increased their trade in other foreign countries. With Cuba and Porto Rico as American colonies, they will find a good market in those islands.

"A very important article of export is iron



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in all its varied manufactured forms; also hardware and machinery of all kinds. Mexico has always proved a good market and the trade increases. Our exporters are now entering Central American fields, and with the ready regular transportation lines to the different ports, our merchants ought to extend their field of operation there. The paper firms who entered the Mexican market some two years ago are doing good work, and one of the extensive firms in that line report to us an increase in their trade this year of 35 per cent. In chemicals and drugs there has been an increase of 50 per cent in Mexico. Our car companies are also extending their operations and report large contracts with Germany, Ireland, Brazil and Mexico. Also in agricultural and saw-mill outfits with Mexico, England, France, Austria and Germany. Our furniture manufacturers are rapidly entering new fields, and their sales show a decided increase, one large concern reporting 50 per cent increase this year in their Mexican trade, and also having had transactions in Scotland, Sweden, South Africa, Australia and Hawaii. One bicycle manufacturer reports sales in South America so far this year at $15,000. In the line of carriages, buggies, etc., there has been an increase of 50 per cent for this year so far. In electrical goods the trade is expanding, and England and Japan are receiving the power of the lightning's flash from St. Louis. Sewer pipe and fire brick have been placed in no inconsiderable amounts this past year, mostly in Mexico A new trade to enter the foreign field lately has been that of boots and shoes. And the largest factory in the world thus addresses this club:

"'In reply, would state that our foreign trade is growing yearly, and the amount this year is in excess of last year. We are shipping shoes to Australia in liberal quantities, and have had calls for our shoes from nearly all European and South American countries. Have built up a splendid trade in Central America.'

"Many of the smaller lines are pushing their way steadily, and doubtlessly a good harvest will be reached in time. To compute the aggregate amount of exports from this city would show an immense amount of money, the money which comes from abroad serving to add to the credit balance of trade and to the added wealth of the city and nation. With regard to our direct imports, as shown in the customs entries, we have to report the total for 1897 at $2,667,510. The largest articles in value were as follows: Manufactured cottons, $366,920; tobacco, cigars, etc., $217,753; granulated rice, $178,055; window glass, $149,199; manufactured linens, $144,308; chemicals and drugs, $127,420; steel wire, $110,493; cutlery, $102,754; wines, $89,540; hops, $87,011; china and earthenware, $85,407; metals, $57,522; guns and firearms, $56,938, and fish, $53,148. Of tropical fruits, mostly from Central America, we received last season: Bananas, 972,000 bunches; lemons, 130,550 boxes, a small part of which came from California; cocoanuts, something over 1,000,000; and of Mexican oranges there have been handled by St. Louis firms 100,000 boxes."

St. Louis has a great future for her merchants and manufacturers, if she will continue to grasp the opportunities of the foreign trade. It will be a source of great wealth, while providing her with an outlet for the continued heavy and increasing product of her factories.

JAMES ARBUCKLE.

Forster, Marquard, one of the most eminently successful German-American citizens of St. Louis, was born and reared in Bavaria, receiving there an educational and industrial training which admirably fitted him for business pursuits. In 1846 he came to the United States, and soon after his arrival in this country established his home in St. Louis. At an early date he became identified with the brewing interests of the city, and although he began in a comparatively small way, his enterprise developed steadily and rapidly under his intelligent management, and within a few years he became recognized as one of the promoters of an industry which was contributing very largely to the expansion of the commerce of St. Louis. In 1876, in company with his son, C. August Forster, he founded the Hyde Park Brewery, which was developed into a splendid manufacturing enterprise, and which has yielded rich returns to its owners. In later years he has been largely interested in real estate operations, and he is now president of the M. Forster Real Estate Company. A sagacious man of affairs, he has made intelligent forecasts of the future in his realty operations, and some of the most notable improvements made in the

city in recent years are monuments to his enterprise and activity. Some years after his coming to St. Louis he married an intelligent Swiss lady, and they have reared a family of children who have been carefully educated in the best schools of this country and Europe, and who are now occupying prominent stations in life.

Forest Park.—The tract of land which has been transformed into Forest Park was purchased by the city in 1874. Thirteen hundred and seventy-four and ninety-four one-hundredths acres are included within the park boundaries, its acreage being considerably more than that of all the other parks in the city combined and next to the largest of any city park in the United States. The eastern line is four miles from the Court House, and all portions of the park are easily accessible by street car lines. A large part of the park tract is covered with native forest trees, and the River Des Peres passes diagonally through from the northwestern to the southeastern boundary. The stream has been cleared of logs and rubbish throughout its length and furnishes a feeder for numerous miniature lakes. An abridged account of the manner in which the park was acquired shows the perseverance of the enterprising gentlemen who had the matter in charge. Through the efforts of Hiram W. Leffingwell, mainly, on the 25th of March, 1872, a bill was passed by the State Legislature, authorizing the purchase by the city of St. Louis of a thousand or more acres of land for a public park. The project aroused the opposition of many property owners of the city, and, upon an appeal to the Supreme Court, the act was declared unconstitutional. Two years later, Mr. Andrew McKinley took charge of a new bill, and, with a large deputation of citizens, appeared before the St. Louis legislative delegation, by whom the bill was modified to meet objections, and thus passed the Senate and House and was approved March 27, 1874. The constitutionality of the bill was again assailed by the same parties who had successfully attacked the former bill, but the Supreme Court declared the act valid and constitutional in all its provisions. This park law gave the County Court of St. Louis County discretionary power in the matter of the purchase of grounds, and, in pursuance of this authority, appraisers were appointed to fix the value of the lands, which public sentiment had decreed should be utilized to create a park worthy of a great city, then owned mainly by C. P. Chouteau, John Cabanne, William Forsyth and Thomas Skinker. The report of the appraisers fixed the value of the land at $799,995, and at that price the Forest Park tract was purchased by the city under condemnation proceedings. The first board of park commissioners appointed in accordance with the provisions of the park law was composed of Joseph O'Neil, Hiram W. Leffingwell, Ansyl Phillips, John G. Fitzwilliam, Peter G. Gerhart, John O'Fallon Farrar and Andrew McKinley. Andrew McKinley became first president of the board, Ansyl Phillips, vice-president, and Charles B. Smith, secretary. The board held its first meeting and organized June 17, 1874, but did not come into possession of the park lands until April 27, 1875. The work of improvement was delayed until the following August—by complications growing out of the granting of a right of way through the northeastern portion of the grounds to the St. Louis County Railroad—but from that time it was prosecuted with vigor, and the park was formally thrown open to the public June 25, 1876. At that time the work of transforming the primitive forest into a great pleasure ground, which should combine artistic attractions with the charms of nature, had only fairly begun, but enough had been done to show that no mistake had been made in the selection of the park site. The general plan for the improvement of the park had been formulated by Mr. McKinley and approved by the board. It contemplated the opening of broad roadways and walks, the clearing up of sites for necessary buildings, the laying out of parterres and the cultivation of flowering plants and shrubbery for ornamentation, and the preservation, as far as possible, of the picturesque features of the original forest. Improvements have since been made in pursuance of these original plans, and the name "Forest Park," given it at the beginning, is significant of the intent of the originators and promoters of the park enterprise to maintain the splendid forest as its chief attraction. Throughout the large expanse of the wood carefully constructed drives have been laid out and the more frequented portions are traversed by granitoid and graveled walks. Here and there artistic bridges span ravines, and depressions have been converted into lakes, which diversify the scenery

and afford boating facilities which constitute a pleasant form of recreation for many visitors to the park. Peninsular Lake, surrounded by sloping grassy banks and dotted with three islands, which have been beautified with shrubs and ornamental trees, is one of the chief scenic attractions of the park. The buildings now in the park are a music pavilion, a keeper's lodge, a gardner's lodge, "the cottage," a gamekeeper's lodge, two boathouses, two small pavilions—one on the picnic grounds and one on Skinker's Hill—an observatory, one lawn tennis building, and five greenhouses, besides the passenger depots and numerous shelter houses and stables for animals of various kinds. The zoological collection embraces a considerable number of wild animals and birds of America, but limited appropriations for the maintenance and improvement of this department have prevented it from becoming what it was designed to be—a first class zoological garden. There are two monuments in the park, the Edward Bates monument, at the southeast corner, and the General Blair monument, at the Lindell Avenue entrance. The park is a popular resort for the masses, and especially for picnic parties. During the year ending March 31, 1896, the Lindell Railway carried about one million passengers to Forest Park, the St. Louis and Suburban Railway about 94,000, and the three other railroads carried a million and a half. No estimate can be made of the number of visitors who went to the park in private carriages and on foot. During the same year one hundred and seventy-five picnic parties visited the park, and three hundred and six ball games were played on the grounds. A small addition has been made to the park since the original purchase of lands, and the total amount paid out on account of lands purchased has been $849,058.61. Improvements and maintenance up to April 15, 1896, cost $1,166,331.53. The total amount of money expended on this park up to the year 1897 was, therefore, $2,015,390.14.

Forest Park Highlands.—A summer garden and place of amusement adjacent to Forest Park which was first thrown open to the public in 1897.

Forest Park University Alumnae. The Forest Park University Alumnae and Students' Association was first organized in 1881, and after the removal of the school to St. Louis was reorganized under its present name, enlarging the scope of the association by allowing students so desiring to become members. This reorganization was in January, 1895, with a membership of fifty. The officers in 1898 were Mrs. Innis Hopkins, president; Mrs. Lilie B. Reilly, secretary; Miss Laura De Yong, treasurer. The members of the association are scattered over the country, prominent in church, missionary and temperance work and in literary associations, and there is a president for each State and territory where they reside. The members in St. Louis and vicinity have a course of study and lectures on music, art and travel, given by men and women of distinction. A monthly meeting is held, varied in character, and evening concerts are frequently given. The annual banquet is held in May. The association belongs to the State and General Federations of Women's Clubs, and is always represented at their conferences. It has also sent a traveling library bearing its name throughout the State to towns and villages having no public library.

Forest Park University for Women.—This is one of the most notable institutions for the education of women in the West, and had its origin in 1861, when Mrs. Anna Sneed Cairns founded Kirkwood Seminary. The school had, to begin with, but seven scholars, but Mrs. Cairns proved a wonderfully popular and successful educator, and the institution thus established grew steadily until 1891, when it was removed to St. Louis and incorporated as Forest Park University. At that time Mrs. Cairns acquired seven acres of land adjacent to and south of Forest Park, on which the University building was subsequently erected. It stands on high ground, commanding a fine view of the park, and its grounds have been ornamented in such a manner as to make this one of the most attractive spots in St. Louis. The University building was designed and carried to completion by Mrs. Cairns' husband, the late John G. Cairns, who was one of the most talented architects who has practiced his profession in St. Louis. It is built in the Queen Anne style of architecture and is a remarkably beautiful structure. Forest Park University was the first university to be chartered solely for women in the United States. Its board of curators

includes many ministers and other prominent citizens of St. Louis, and many of the leading ladies of the city are members of its advisory board of visitors. Mrs. Anna Sneed Cairns is president of the faculty, and more than a score of able educators, in different departments, are teachers in the institution.

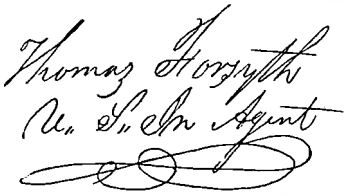
Forster, C. August, manufacturer, was born August 28, 1853, in St. Louis, son of Marquard and Margaretha Forster. After obtaining his preparatory education in private schools he attended Washington University, and in the year 1872 went to Europe for the purpose of fitting himself for the business in which he proposed to engage. In Germany, from whence his parents came to this country, he attended one of those unique institutions known in that country as a "brewing school," and also worked in various breweries, for the purpose of gaining a thorough theoretical and practical knowledge as well of the different processes of making the great national beverage of the Germans, now fast becoming the national beverage of the Americans. At the end of four years, and in the year 1876, he returned to St. Louis with generally broadened views of life as the result of his residence in Europe, and well qualified also to enter upon a successful career in the field of manufacturing enterprise, for which he had fitted himself by several years of careful labor and intelligent investigation. In company with his father he then founded the Hyde Park Brewery, with which he is still connected, and of which he now has the entire control and management. For twenty years he has been identified with the great industry which exceeds all others in St. Louis in the value of products sent into the markets of the world every year. He has contributed his full share toward establishing the celebrity of the St. Louis beer product, and both as a manufacturer and man of affairs is widely and favorably known. He married, September 27, 1883, Miss Minnie Lorey, of Belleville, Illinois.

Foresters of America.—The written history of Forestry began with the institution of Court Perseverance, No. 1, at Leeds, England, in 1790. The traditional history of Forestry goes back to Sherwood Forest and the days of bold Robin Hood and his merry men. Like all of the older orders, the origin of Forestry is unknown, but such evidences as exist show that from the very beginning the aims of Forestry have been beneficent and peaceful, and that it was founded upon the noble principle of the brotherhood of man. At the formation of Court No. 1 the title of "Ancient Royal Order of Foresters" was adopted. The fraternity progressed rapidly and harmoniously until the year 1834, when the arbitrary attitude of the High Court forced a division of the order. In the forty years intervening the order had grown from one to 358 courts. The result of the division was that 342 courts were reconstructed under the name of "Ancient Order of Foresters." The Royal Order of Foresters faded away to a few courts, whilst the Ancient Order of Foresters grew in beneficence and power. Forestry was brought to America in 1832 by the formation of Court Good Speed, No. 201, at Philadelphia. Thereafter other courts were instituted in the United States, but none survived until the institution of Court Brooklyn, No. 4,421, now No. 1, of Brooklyn, New York, on the 28th day of May, 1864. From this—the oldest living court in America—Forestry has extended throughout the land. Until the year 1889 the order in America was under the jurisdiction of the High Court of England. In granting the privilege of establishing the order in America it was very clearly admitted that practically home rule was to be allowed to the order in the United States. The High Court of England unanimously granted the application for the establishment of a Subsidiary High Court "for the government of districts and courts in the United States of America." The order had splendidly developed under the accepted conditions, but in 1888 friction between the parent body and the home courts grew into flame over the elimination of the word "white" in the qualifications for membership. Very largely the order in America looked upon this action of the English High Court as an unwarranted blow at their vested liberty of action, and at the memorable convention of the Subsidiary High Court, held in Minneapolis in August, 1889, decisive action was taken. The result of two days' deliberation was that the order in America declared for absolute home rule.

With the independence of Forestry in the United States a radical change was made in the form of the government of the order, and a purely American system was adopted. The Supreme Court is the recognized head of the

August Forster.

early as 1806. During the subsequent Indian troubles he exercised a great influence over the savages, especially the Pottawatomies, years of dealing with them having given him a perfect knowledge of their language and disposition. To the governors of both Missouri and Illinois he repeatedly conveyed intimations of threatened hostilities, and while he could not always avert war he was able to do much to mitigate its horrors. In recognition of his services he was appointed Indian agent at Peoria, with full power to act in case of an emergency, but the appointment was kept secret lest he should lose his influence over the tribes. After the massacre at the site of Chicago, in August, 1812, Mr. Forsyth, at the risk of his life, went direct to the Indians and secured the ransom of some of their captives. This was a most dangerous service, for had the Indians been aware of the fact that he was a government agent he would, no doubt, have been burnt at the stake. It required the utmost sagacity and the greatest tact and skill to conduct these negotiations so as to retain the confidence of suspicious Indians; but his uniform kindness toward them, and, above all, his unvarying candor and truthfulness in dealing with them, gave him a great influence and caused them to trust him implicitly. More than once his life was imperiled by the machinations of enemies, who sought to compass his death at the hands of the savages, but his tact and good fortune always enabled him to escape. Mr. Forsyth acted as agent for the Illinois Indians during the war, and when peace was declared he was entrusted with a still more responsible duty—that of agent for the Sac and Fox Indians. He made treaties with these nations, which were always ratified by the government, and was charged with the distribution of large sums of money and great amounts of merchandise, which duty he performed with the strictest honesty and with marked ability. He retained this agency for many years, and, it is thought, had he continued to hold the office the Black Hawk War would not have occurred. He finally removed to St. Louis, and resided in the little village for several years, at the same time performing the duties of Indian agent and visiting Peoria as often as was necessary. He bought eight hundred acres of land owned by Jean Marie Papin—the progenitor of the Papin family—and forming a large part of what is now Forest Park, where he resided for the rest of his life, dying in 1832. Nature be-



stowed upon Thomas Forsyth a sound and well-balanced mind in a sound and athletic body. He was a gifted talker and a most pleasant and entertaining companion. Benevolence and kindness of heart were his predominant traits. He occupied a prominent position in the community, as was due to one who had performed important public services. His private life was amiable and blameless, and he died universally esteemed and regretted. He left four children—John, who died at the age of twenty-one while studying medicine with Dr. Farrar; Thomas, who was a rover and died away from home; Mary, who married a French gentleman named Bouis, and died within a year thereafter, and Robert, who was born in 1808 and died November 1, 1872.

Forsyth, Robert, one of the old-time gentlemen farmers of St. Louis County, whose estate is now in the suburbs of the city, was born in Peoria, Illinois, in 1808, and died at his country home November 1, 1872. His father was Thomas Forsyth, who was a prominent figure in the early history of Illinois and Missouri, and his grandfather was William Forsyth, who was born in Aberdeen, Scotland, and came to America in 1757. Mr. Forsyth had a courteous, kindly manner, and was well known for his generous hospitality. In the old days his home, graced by the presence of his most estimable wife, was one of the notable country places adjacent to St. Louis and the center of a charming social circle. He was noted among his friends as a man of extraordinary memory. It is related that as a land dealer he had at one time eleven complicated suits in the courts of Missouri and Illinois Abraham Lincoln was his attorney in the lat-

Robert Forsyth

ter State, and when consulting with Mr. Forsyth he found that he carried the details of complicated cases wholly in his head, and never used a scrap of paper to assist his recollection of dates and figures. In January, 1830, he married Miss Ann M. Culver, of Pensacola, Florida, who died in November, 1868. Of this union there were eight children, five of whom died in infancy and youth. The survivors were William Forsyth, the first born, who married Louise P. Wilson, and who resides in Kirkwood. Born of this union were four children—John William Forsyth; Emelie Laura Forsyth, who died in infancy; Robert Culver Forsyth, and Julia P. Forsyth. Mary E. Forsyth married twice. In 1860 to Asa Stowell Jones, United States district attorney during Lincoln's administration. Their issue was one son, Robert Forsyth Jones. Her second husband was Dr. G. H. Morrill. Mrs. Morrill died in 1887, leaving a daughter, May E. Morrill, and her son, Robert Forsyth Jones. Laura A. Forsyth, the youngest child, married Edward M. Tesson, May 27, 1863. Born of this union were seven sons, three of whom died in infancy. The survivors are Edward Pierre, Jr., Robert Forsyth, Asa Stowell and Ernest S—all grown, and all residing with their parents on a part of the old homestead. Mr. Forsyth was the first Catholic of that name. His mother being a devout member of this church, her children were naturally raised Catholics, and so strong was it implanted in the heart of Mr. Forsyth that during his last days he turned to it for comfort and consolation. In speaking to an old and dear friend of his approaching end he repeated these beautiful lines:

> Ce qu'on apprit au berceau
> On apporte au tombeau.

Fort Armstrong.—The name given to the fort built on Rock Island by the United States government in 1816. Frequent mention is made of this fort in connection with the early history of Missouri and Illinois.

Fort Bellefontaine.—This was the name of the fort established by General Wilkinson at the mouth of Coldwater Creek, or St. Ferdinand River, in 1806. It was occupied by United States troops until the establishment of Jefferson Barracks in 1827, and was for many years one of the most important of the frontier military posts of the United States, from five hundred to a thousand soldiers being quartered there at all times. The buildings appropriated to the use of the American troops by General Wilkinson were those which had belonged to "Fort St. Charles the Prince," erected by Captain Rios, who came with the first Spanish troops to St. Louis. This fort long since disappeared.

Fort Chartres.—This was one of the chain of forts by means of which the French sought to connect Canada with the region West and South. It was established by Pierre Duque Boisbriant, a Canadian, who arrived at Mobile February 9, 1718, with the commission of commandant "at the Illinois." Late in the same year, accompanied by several officers and a detachment of troops, he entered the Illinois country and selected a site for a military and trading post on the east bank of the Mississippi River, sixteen miles above Kaskaskia. There he constructed a fortress, which some historians have declared was at that time the most formidable in America. The fort was completed in 1720 and named Fort Chartres, in honor of the Duc de Chartres, whose father was then Regent of France. Fort Chartres at once became the center of civil government of the colony. Boisbriant, his intendant, Marc Antoine de la Loire des Ursins and Michel Chassin, commissary for the India Company, constituting the provincial council of the Illinois. From 1720 until 1763 the French flag floated over Fort Chartres, and then it was ceded to the English under the treaty of Paris, St. Ange de Bellerive making the formal transfer. In the articles of capitulation preserved in French archives, the fort is minutely described as having "an arched gateway, fifteen feet high, a cut-stone platform above the gate; its walls of stone eighteen feet in height, with loopholes, embrasures and bastions; the great storehouse, ninety feet long by thirty wide; the government house, with iron gates and a stone porch, a coach-house and pigeon-house adjoining; the two rows of barracks, each one hundred and twenty-eight feet long; the intendant's house, guard-house, bake-house and prison, all of stone; and the magazine, thirty-eight feet in length, nearly the same in width and thirteen feet above the ground, with doors of wood and iron, hung in a cut-stone doorway—the whole occupying an area of more than four acres." Cannon bearing the in-

signia of Louis XIV covered all of the approaches to the fort, and were left in position when St. Ange took his leave and the English took possession. After it had been occupied seven years by British troops the Mississippi River tore away part of the river wall, and it was never occupied as a military post after 1772. Just before the French and Indian War Fort Chartres came to be regarded as the base of operations which should secure the empire of the West to the French crown, and it was at that time that it was transformed from a wooden into a stone fortress. In the war which followed expeditions were sent out from there against the English, and French troops from Fort Chartres defeated the Virginians under Washington near Fort Duquesne, burned Fort Granville, in Pennsylvania, and made unavailing effort to raise the siege at Fort Niagara. A village, called at first St. Anne de Fort Chartres, and later New Chartre, sprang up near the fort, but after the cession of the Illinois country to England the French settlers there removed almost in a body to the new settlement of St. Louis, believing that French domination of the country west of the Mississippi was to continue. The village was thus depopulated and passed out of existence, leaving crumbling ruins as the only evidence of the existence of the old fort to be seen there at the present time. Slavery was introduced into the Illinois country at Fort Chartres, negroes having been brought there from Santo Domingo in 1719. Pierre Laclede Liguest stored his merchandise at Fort Chartres and left a portion of his little party of adventurers there when he set out on the expedition which resulted in the location of a trading post on the site of St. Louis. There he made preparations, during the winter of 1763-4 for the establishment of the proposed trading post, and from there young Auguste Chouteau was dispatched early in February of 1764, with a company of men, to clear away the forest on the site of the future city and erect cabins for the accommodation of the first settlers.

Fort Creve Coeur.—A fort erected by La Salle in 1680, on the east side of the Illinois River, a short distance below the outlet of Lake Peoria and near the site of the present city of Peoria. It was at that time that the French occupation of the Illinois country began. Here La Salle established friendly relations with the Illinois Indians, and when he returned to Canada to make further preparations for his exploration of the Mississippi River his faithful lieutenant, Chevalier Henri de Tonti, and a garrison of fifteen men remained at Creve Coeur until a portion of the garrison mutinied and Tonti and his followers were compelled to leave the country by the hostile Iroquois. The meaning of the words "Creve Coeur" is "broken heart," but the name was probably given to the fort in honor of a former Marshal of France, or may have been suggested by a fancied similarity of situation to that of the ancient fort of the same name, at the junction of the Dieze and Meuse, in the Netherlands.

Fortifications of Civil War Period. The importance of securing St. Louis, the chief city of the only border slave-holding State west of the Mississippi, attracted the attention of the Federal authorities early during the course of the Civil War. Missouri was, at that time, full of sympathizers with what were known in the political parlance of the day as "the wrongs of the South." In order to get rid of some of the temptations of a sudden raid, the government funds were removed from the city and the garrison at Jefferson Barracks was reinforced from Newport Barracks; and United States soldiers, under Lieutenant Thompson, were assigned to occupy the subtreasury and customhouse; which was done January 11, 1861. From that moment the holding of St. Louis was regarded as an important feature of military strategy, and successive steps were promptly taken to that end. Before setting out, on his march to Boonville, General Lyons directed Colonel Fiala to select strategic positions in the neighborhood of St. Louis for the erection of permanent works of defense. Similar works were under consideration at Jefferson City, Rolla, Ironton and Cape Girardeau, which were considered by the experts of that time to furnish, together with the Missouri River to the north, a strong strategic circle, and first line of defense to the metropolis of the State. These works were started under the initiative of General Fremont. Meanwhile, soldiers were arriving in the city in considerable numbers, and placed in barracks at the Arsenal and Lafayette Park. Soon 15,000 soldiers were thus assembled, and, by August, 1861, were constantly being added to. Camps

and barracks were going up rapidly. Strategic points of the city were strengthened and fortified. Two large columbiads were mounted, a short distance out of the city, on the Gravois Road, and one was placed at Rock Springs; and at Sulphur Springs, on the Iron Mountain Railroad, at a point which was held to be of the first strategic importance, three columbiads were placed in position during the month of September. Heavy guns were also mounted to command the river, and the principal land approaches. In the following month the Honorable Simon Cameron, then Secretary of War, visited St. Louis upon a tour of inspection. He was accompanied by Adjutant-General Thomas and other military officers. He remained but a few days, but before leaving issued an order, addressed to General Fremont, to the following effect: "It is deemed unnecessary to erect field works around the city, and you will direct their discontinuance." He at the same time directed the discontinuance of work upon the erection of barracks near headquarters. These orders were much criticised by the local newspapers at the time. Lack of the necessary funds was the explanation popularly assigned for the action of Secretary Cameron.

Despite these and other obstacles, St. Louis was not long to remain without permanent defenses Forts, altogether to the number of ten, were ultimately erected. These were enclosed forts, and in addition to the detached batteries erected for the special purpose of commanding particular road approaches. These forts were first called by number, as Fort One, Fort Two, etc., but in time came to be known by distinctive names. Fort One was the southernmost, and was erected near the post where the United States Marine Hospital now stands. Fort Number Two was next to it, and so west and northward to Fort Number Ten. These forts were not considerable affairs, averaging, as they did, but four guns (heavy) apiece. Their value consisted principally in the fact that they would prove good rallying points in the event of any sudden emergency from within, as well as from without. Indeed, it was shrewdly hinted at the time that in urging their erection General Fremont had in view as much the overawing of the city of St. Louis itself as the repelling of an outside invader, for just then the sympathies of the citizens were pretty equally divided between the two camps. The work of erecting the forts was pursued with such vigor that the first five forts were soon ready to mount their complement of guns. The fall of 1861 witnessed the completion of the whole system.

All work was done by piece work, and was well and economically performed, in this respect contrasting most favorably with the cost of the remaining five forts, which were superintended by Major McKinstrey, then quartermaster, and let out to contract, with the result that one of these later forts alone called for an expenditure of money nearly equal to the outlay upon the whole of the first five. Fort Number Five was the last put up under the original arrangement, and was completed by Lieutenant Julius Pitzman. The work of fortifying St. Louis then passed into other hands, though still in charge of the United States Engineers' Corps. A topographical survey of the grounds covered being called for, that work was intrusted to Lieutenant Julius Pitzman and J. C. Kappner, son of Major Kappner, under the supervision of Colonel Thorn. The land between the forts and St. Louis having been surveyed, these officers were ordered to the front to meet the enemy. At this stage a fresh topographical survey of the city of St. Louis, upon a more extended scale than the preceding, was ordered; and Professor Bache, then Superintendent of the United States Coast Survey Department, placed a number of his assistants at the disposal of the military authorities for that purpose. The belt of land to be surveyed comprised all the lands three miles outside and one mile inside of the line of fortifications. This work was divided into two sections. The southern half was placed under the charge of R. M. Bache (grandson of Benjamin Franklin, and nephew of Professor Bache), with whom Robert E. McMath served as assistant. The northern half of the required survey was entrusted to John Meeham. The work was commenced under General Fremont, of the staff of General Halleck, continued under supervision of Colonel Thorn, chief of topographical engineers, and completed by the United States Coast Survey Department during the time General Schofield was in command. The outcome was the before mentioned topographical survey, a copy of which is now in possession of Julius Pitzman, C. E., who has kindly placed it at the disposal of the writer, together with his expert experience in locating the several forts,

for which courtesy we take this opportunity of formally thanking him.

Fort Number One—Chief Characteristics: Trilateral in form, each side about four hundred feet long; mounted three heavy guns, or columbiads. Located on the line of Chippewa Street, about where the United States Marine Hospital now stands.

Fort Number Two—Chief Characteristics: Quadrilateral in form; about four hundred feet long; mounted four heavy guns. Located near Cherokee Street and Lemp Avenue.

Fort Number Three—Chief Characteristics: Battery about six hundred feet long; heavy guns, salient in center, supported on either flank with ordnance of lighter caliber; small powder magazine attached; battery facing toward city. Located, Sidney Street, near Menair Avenue.

Fort Number Four—Chief Characteristics: Battery about five hundred feet long; columbiad in center, supported by flanking guns of minor weight; powder magazine attached. Located south of Russell Avenue and east of Jefferson Avenue.

Fort Number Five—Chief Characteristics: Quadrilateral in form, each side about four hundred feet long; mounted four columbiads. Located between Whittemore Place and Missouri Avenue, west of Lafayette Park. This was the last of the forts erected under superintendence of Lieutenant Pitzman.

Fort Number Six—Chief Characteristics: Four-sided, square; mounting four heavy guns. The first fort erected by contract under superintendence of Major McKinstrey. Located south of Manchester Road, near Montrose Avenue.

Fort Number Seven—Chief Characteristics: Square, about as above, each side about four hundred feet; mounted four heavy guns. Located on Vandeventer Place, west of Grand Avenue, and upon the ground where the residences of Charles H. Peck and James B. M. Kehlor now stand.

Fort Number Eight—Chief Characteristics: Pentagonal in form, each side about four hundred and fifty feet long. Mounted five heavy guns. Located on Garrison Avenue, near Thomas Street.

Fort Number Nine—Chief Characteristics: Pentagonal in form, each side about four hundred and fifty feet long. Mounted five heavy guns, salient at the angles. Located on Nineteenth Street, near Dodier Street.

Fort Number Ten—Chief Characteristics: Quadrilateral in form, each side about four hundred feet long; mounted four heavy guns. Located west of Bellefontaine Avenue, between Bremen Avenue and Angelica Street.

There was also erected a heavy battery on Olive Street, on the crown of the hill, about six hundred feet west of Grand Avenue.

Fortifications of the Pioneer Period.—Prior to 1780 St. Louis had no fortifications, but the imminence of an Indian attack in that year aroused the village to a sense of its insecurity. The authorities recognized the urgent need of public defenses. Accordingly, Auguste Chouteau, at the request of Lieutenant-Governor Cruzat, designed a system of fortifications. The proposed plan contemplated the erection of a central garrison, two bastions and four half-moons, all built of stone, and connected by a loop-holed line of strong palisades. Four gateways served the convenience of travel. The entrances were located as follows: The first at the northern end of Main Street; the second on the St. Charles Road; the third between Myrtle and Spruce; and the fourth at the southern end of Second Street. Of the defensive works planned by Chouteau, the northeast half-moon was situated a little north of the foot of Cherry Street; the northwest bastion on the northwest corner of Block 68, near the intersection of Cherry and Broadway; the northwest half-moon on Block 88, a little east of Fourth and Locust; the central tower on the west line of the intersection of Fourth and Walnut; the southwest half-moon a little west of Fourth and Poplar; the southwest bastion on Block 74, a little south of Lombard and west of Third; and the southeast half-moon on the river front, just south of the foot of Lombard Street. In 1780 the stockade around the village and the northeast half-moon were built; and in 1780-1, the northwest bastion completed. After the peace of 1783 the feeling of public security was so strong that work on the fortifications was suspended for more than ten years. In 1794 the garrison at Fourth and Walnut was erected. In the meantime, departures from the original plans of Chouteau had been deemed advisable. These deviations substituted round towers for the half-moons, and a wooden blockhouse for the stone bastion at the southwest corner of the village. In 1797 work on the public de-

fenses was actively resumed, and the blockhouse and three round towers were built; but, in consequence of brightening prospects of public tranquility, they were never fully finished. The forts constructed in 1797, though differing somewhat from the original design in form and place, completed the number and circuit of the defenses planned by Chouteau. Round towers were substituted for half-moons because they were stronger, and the changes of location were due to defects in the original sites, or to an extension of the limits of the village. The spot on Block 88, selected for the northwest half-moon, was a depression whose muddiness in wet weather rendered it an unfit location. Consequently, the round tower which replaced the half-moon was built on the high ground in Block 90, about two hundred yards northeast of the first site. This tower stood on the west side of Third Street, nearly midway between St. Charles and Washington Avenue. About one-half of its diameter extended into Third Street. In 1836 the Union engine house was erected on the site of the dismantled tower. The blockhouse was built on the north side of Chouteau Avenue, between Third and Fourth Streets. This substitute was situated on Block 74, only a few rods from the spot originally designated for the southwest bastion. In consequence of the growth of the village, the round tower, which took the place of the southeast half moon, was located on Block 46, at the southeast corner of Sycamore and Second Streets. Of the seven forts, the garrison on the hill was the largest and strongest. Doubtless the chief motive which induced the Spanish commandant to select this site was its central position. An incidental advantage was its convenience to the "Government House." The official headquarters at the southeast corner of Main and Walnut commanded an unobstructed view of the principal entrance to the fortification. The square which the garrison occupied measured thirty-three French feet on a side. It was surrounded by a small moat. The stockade which encompassed it was strong, firmly set, and ten or twelve feet high. The eastern side ran along the center of Fourth Street, and the tower stood in the middle of Walnut, on the west line of Fourth. This tower, standing on an eminence and rising to a height of about fifty feet, was a very conspicuous object. The fortification embraced the west half of Block 103, and the north half of Block 104. The Southern Hotel occupies a part of the site of the old garrison. The front line of the palisades ran about forty feet west of the crest of the hill. In 1816 when the addition of Chouteau and Lucas was laid out, the alignment of Fourth Street severed a strip forty feet wide from the east side of the stockade, and the extension of Walnut Street opened a thoroughfare sixty feet in width through the very center of the fortification. The round tower remained undisturbed in the middle of the street. It was an obstruction, but not a barricade. There was room for the passage of carriages on either side of the tower. All the buildings within the enclosure were built of stone. The barracks afforded quarters for seventy-five soldiers. Eight or ten small pieces of ordnance strengthened the defenses of the fort. These cannon were mounted in 1794, and were removed by the Spanish commandant in 1804, when Upper Louisiana was transferred to the United States. Their places, however, were supplied by other guns, which Captain Stoddard brought from the east side of the Mississippi. For two years after the United States came into possession of the country, the barracks were occupied by Federal soldiers, but in 1806 the men were removed to the cantonment, which General Wilkinson had recently established at Bellefontaine, on the Missouri River. After this event the old garrison retired forever from military service and entered upon a civil career. The round tower had been used as a military guard house, but on April 4th, 1806, it was, by permission of Governor Wilkinson, converted into a public jail. It served as the village prison until, in 1819, by authority of the county court, a new stone jail was erected at the southeast corner of Sixth and Chestnut. It appears from the legal records of the territory that shortly after the withdrawal of the troops, the commandant's house was transformed into a courthouse. A judicial order, dated December 19, 1806, directs the repair of this building for the use of the courts. The old fort was built on the private property of Colonel Chouteau. In 1816 the ground on which it stood was sold, and the courts of common pleas and of *oyer* and *terminer*, which, for ten years, had held their sessions in the rooms of the commandant's house, were compelled to remove to other

halls. After several transfers of ownership this building was torn down in 1836.

PROF. S. WATERHOUSE.

Fort Jefferson.—This fort was established by General George Rogers Clark early in 1780, on the eastern bank of the Mississippi, a little below the mouth of the Ohio River. He was recalled from this fort to come to the relief of Cahokia and St. Louis, when these two settlements were threatened by the Indian uprising of the year above mentioned.

Fort Orleans.—This was the name of a fort established by the French in the early part of the Eighteenth Century on the Missouri River, near the site of Jefferson City, the present capital of the State of Missouri. The Indians are said to have massacred the small garrison at this fort in 1723.

Fort Prudhomme.—Established by LaSalle as a trading post at the first Chickasaw Bluffs, in 1682.

Fort St. Charles The Prince.—This was the name of the first Spanish fort built in St. Louis, and was so named in honor of Prince Charles, afterward Charles IV., of Spain. The fort was built by Captain Francisco Rios, who was sent up the Mississippi River from New Orleans by Count Ulloa in 1767 to establish the Spanish authority in Upper Louisiana. When he arrived at the little settlement, founded three years earlier by Laclede, he could find no place to quarter the twenty-five troops, who accompanied him, owing to the scarcity of dwellings in the town and a somewhat unfriendly feeling on the part of the French settlers. He, therefore, withdrew to an elevated bluff, on the south side of the Missouri River, near its junction with the Mississippi, and there began the erection of a fort designed to serve as quarters for his men, and also as a defense against Indian attacks. The fort was partially completed in 1768, and was occupied by the Spanish troops until they were withdrawn by Captain Rios in 1769.

Fort St. Louis.—After exploring the Mississippi River to its mouth and taking possession of the country drained by the river, and its tributaries in the name of the King of France, LaSalle returned up the river, and made his way back to Canada. On this return trip, Fort St. Louis was established, on the Illinois River, under his direction, and a small garrison left in charge of it. This fort was always referred to in the early French annals of this region as Fort St. Louis of the Illinois.

Fountain Park.—A small tract of land dedicated to park purposes by the city in 1886. It contains one and one-half acres, and is situated in Aubert Place. It is not in charge of a regular keeper, but is cared for by a gardener. It had cost the city $3,200.45 for its care and maintenance prior to the year 1897.

Four Courts.—What is known as the "Four Courts" of St. Louis is a handsome public building, devoted mainly to the administration of criminal justice. The building was completed and occupied in 1871, was built in the renaissance style of architecture, is three stories high, and has a frontage of three hundred and thirty feet and a depth of fifty-four feet. "The facade is divided into five parts, known as the grand center, two extreme wings and two intervening recesses. The extreme wings and recesses form pavilions, covered with a mansard roof on inclined planes, and the center is crowned by a dome surmounted by a large cupola, in the base of which is an illuminated clock, having four faces." In the rear of the court building is the city prison, built in the form of an amphitheater, around the walls of which are arranged the prisoners' cells, with their grated doors fronting to the center of the building. A corridor, ten feet wide, separates the cells from the outer wall of the jail, and the walls of the cells are of wrought boiler iron. The jail and court building occupy the square bounded by Clark Avenue, Spruce Street, and Eleventh and Twelfth Streets. The court building is occupied by the St. Louis Criminal Court, the Court of Criminal Correction and the Police Court, and the city marshal, city attorney, coroner and other officials also have offices there. The original cost of the Four Courts building and grounds was eight hundred and eighty thousand dollars. The name was suggested by the resemblance of the building to the famous "Four Courts" of Dublin, Ireland, and while it is devoid of significance and is a misnomer as applied to the structure in which the sittings of the criminal courts are held, it has become a fixture in St. Louis nomenclature.

WILLIAM FAVEL.

Fowler, John, manufacturer, who has been prominently identified with the commercial and industrial history of St. Louis for many years, is the son of James and Mary Penhale Fowler, and belongs to an old and well known English family. Identified with different industries, Mr. Fowler was long connected actively with the Majestic Manufacturing Company, of this city, extensively engaged in the manufacture of steel and malleable iron ranges. Through his connection with this and other enterprises, he has become well known to the public as an accomplished man of affairs, and he has a large number of friends in both business and social circles. He married one of the three daughters of the late John E. Liggett, famous throughout the United States as a tobacco manufacturer.

Franchise, Elective. — The elective franchise was not granted to the citizens of the territory included within the present boundaries of this State, except in primitive form, until the year 1814, when the first General Assembly of the Territory of Louisiana promulgated an election law, which, in its essential features, is much the same as has governed the exercise of suffrage since. Supplementary legislation on that subject marks the efforts of the succeeding legislative assemblies of the State and Territorial government, changing the original law in minor particulars to meet the growing exigencies, until the year 1865, when an important innovation was introduced in the shape of a bill providing for the registration of voters. This bill was repealed in 1871 and supplemented by a new law of more comprehensive character to the same general effect.

There appears to have been no special legislation applicable to the city of St. Louis until the year 1875, when an act was passed providing for the legalization of the primaries of the various voluntary political associations. It was directed, of course, at this city, it then being the only city of the State with a population in excess of 100,000 inhabitants, and it grew out of the frauds practiced in nomination contests, by reason of the laxity of the test, and the irresponsibility of the participants to the law. This law has been amplified by more recent legislation, particularly the act of 1897.

The general election laws have been reinforced by legislation popularly known as the "Australian System" of balloting, which enables the voter to exercise his prerogative without fear of disturbance, influence or fraud.

A new and improved system of registration has been added to the safeguards thrown around the voter until we now have a system which, so far as human ingenuity can devise, minimizes the dangers of corruption. The act of 1895, creating a board of election commissioners in cities having over 100,000 inhabitants, makes this provision for registration, and confers upon the commissioners the conduct and control of registration of primary, general and special elections, and the canvass of the returns thereof.

This last act provides that every male citizen of the United States, and every male person of foreign birth who may have declared his intention to become a citizen of the United States, according to law, not less than one year nor more than five years before he offers to vote, who is over the age of twenty-one years, who has resided in this State one year next preceding the election at which he offers to vote, and during the last sixty days of the time shall have resided in the city where such election is held, and during the last twenty days in the precinct at which he offers to vote, who has not been convicted of bribery, perjury or other infamous crimes, or of a misdemeanor connected with the exercise of the right of suffrage, nor directly interested in any bet or wager depending upon the result of the election, nor an officer, soldier or marine in the regular army or navy of the United States, nor while kept at any poor-house, or other asylum at public expense, nor while confined in any public prison, shall be entitled to vote at such election, for all officers, State or municipal, made elective by the people, or at other elections held in pursuance of the laws of the State; but shall not vote elsewhere than in the precinct where his name is registered, and whereof he is registered as a resident.

He may also leave his employment and absent himself for a period of not more than four hours for the purpose of voting without restraint or liability.

ARTHUR N. SAGER.

Franchises, Municipal. — In a strict sense municipal franchises imply only privileges derived by grant from a city or municipality, and by ordinances vested in individ-

uals or corporations. Cities are known as municipal corporations, and the special privileges they confer are municipal franchises. As they exist in this country, cities are bodies politic and corporate, constituted by the incorporation of the inhabitants of a certain locality into a city for the purpose of local government. Such corporations are established by law partly as agencies of the State to assist in civil government of the country, but chiefly to regulate and administer their local affairs. They are created, not for the benefit of their officers or of particular individuals, but for the public advantage. The corporation itself is invisible, intangible, incorporeal, existing only in contemplation of law, and the primary idea for its creation is an institution of artificial persons to regulate and administer the internal affairs of the inhabitants within the city's corporate bounds. The charter of a city is its constitution. Municipal corporations can exercise no powers but those which are conferred upon them by the act by which they are constituted, or such as are necessary to the exercise of their corporate powers, the performance of their corporate duties, and the accomplishment of the purposes of their association.

No city has the power to create a corporation. Every corporation is created either by act of Congress or by virtue of the legislative enactment of some particular State. Hence a municipal franchise is a thing distinct from the creation of a corporation. The corporation must exist independent of any acts of the city before the conditions have arisen whereby the city may confer municipal franchises upon such corporation.

The inhabitants of the town of St. Louis were incorporated into a city in 1822, under the title of "Mayor, Aldermen and Citizens of the City of St. Louis." This first charter vested power in the mayor and aldermen to regulate, pave and improve streets, avenues, lanes and alleys within the city limits, and to open and widen the same. This charter was amended in 1831. It was repealed and a new one substituted in 1835, which vested in the mayor and aldermen express powers, including, among others, power "to open and keep in repair streets, avenues, lanes and alleys, drains and sewers, and to keep the same clean; to regulate, pave and improve streets, avenues, lanes and alleys within the city; to establish, open, widen and extend all such streets, avenues, lanes and alleys; to erect and regulate public wharves and docks; to regulate and restrain the keeping of ferries." Subsequent amendments and new charters were granted the city of St. Louis, but none abridged the powers above quoted. In 1877 the present city charter was adopted and approved, and by it the legislative power of the city is vested in the council and house of delegates, styled "The Municipal Assembly of the City of St. Louis." Municipal franchises, before this charter, were, and still are, granted by the passage of ordinances by the legislative power of the city. Such ordinances, to be of force, must be approved by the mayor, or, if vetoed by him, passed over his veto by a two-thirds majority of both the City Council and the House of Delegates. Many municipal franchises have been granted in the past, some of which have expired, but most of them are still in force in St. Louis, and are enjoyed by private corporations, or, more strictly speaking, quasi public corporations, such as gaslight companies, electric light and power companies, steam and power companies, telephone and telegraph companies, street railroad companies, terminal railroad associations, refrigerating companies, cold storage and ammonia companies, and conduit or subway companies, all of which franchises have been granted and exist by virtue of city ordinances passed by the legislative department of the city. The enjoyment of some of these implies the use of the surface of the public streets and alleys, others the space above, and still others the space under the surface of streets and alleys. The respective city charters of St. Louis from the first obtained in 1822, down to the one now in force, granted express power to the city to regulate the use of all public streets and alleys within its corporate limits. As applied to streets and alleys the word regulate is not confined to the regulation of the travel thereon, but under it the city may allow gas, water, sewer and other pipes to be laid, and may permit the erection of telephone, telegraph and electric light poles thereon, and the laying of street car tracks upon the surface thereof, and these uses are consistent with the uses for which the streets and alleys are acquired and dedicated.

One of the first municipal franchises granted by the city was in favor of the St.

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Charles W. Francis

Louis Gas Light Company, a corporation created by the Legislature of Missouri in 1837. The charter of this company made provisions for the city's becoming the owner of the plant in 1860, at the option of the city, and if the city failed to exercise the option at that time it might at a subsequent period, by taking certain steps, become the owner of the plant. Under its charter and the amendments thereof, and by virtue of municipal franchises granted by the city, this company acquired the exclusive right to vend illuminating gas within the corporate limits of the city of St. Louis up to 1890, and to establish and lay pipes and mains in the public streets necessary for that purpose, and to make contracts with the city for the lighting of its public streets. It was permitted by its charter to charge $10 per thousand, and in fact did charge $3.50 per thousand feet for a considerable part of the time.

Subsequently the Laclede Gas Light Company was chartered, and in 1889, by purchase, acquired all the mains, apparatus and franchises of the St. Louis Gas Light Company, and since such purchase the Laclede Company has exercised the exclusive monopoly of furnishing illuminating gas in the city of St. Louis except in that portion lying south of Keokuk Street. This part of the city is supplied by the Carondelet Gas Light Company.

In 1857 the Missouri Railroad Company was organized, and acquired a municipal franchise from the city for the operation of a street railway on Olive Street, and in the same year three other companies were incorporated and obtained municipal franchises for similar purposes. This was the beginning of the era of granting street railway franchises.

There have been several companies chartered by the State for furnishing electric light and power to the city of St. Louis, and these have acquired municipal franchises to use the public streets and alleys for setting poles to carry their wires.

Special privileges have also been acquired by telephone and telegraph companies to set poles and string wires over streets and alleys, terminal railroad associations to lay tracks and operate cars upon such streets and alleys, and conduit or subway companies to lay pipes, connected with manholes, for carrying underground electric and other wires beneath the surface of the streets and alleys. These special privileges have been conferred on the respective corporations by city ordinances, and are known as municipal franchises.

SENECA N. TAYLOR.

Francis, Charles Willing, was born in New Castle County, in the State of Delaware, in July of the year 1836. His father, Alfred Francis, died in Philadelphia in 1842, and his mother was born and reared in Delaware. His maternal grandfather, John P. Garesche, who was during his active business life a manufacturer of gunpowder in Delaware, was born in the Island of Santo Domingo, West Indies. In 1856, after having obtained a good education at St. Mary's College, of Wilmington, Delaware, Mr. Francis came west, and was first employed by the Northwestern Fur Company in trading expeditions on the Missouri River. For something like three years he was associated with General D. M. Frost and General Atkinson in their enterprises, and then came to St. Louis. Here he was engaged in different mercantile pursuits until 1873. He was a member of the City Council from 1874 to 1877, and was the first health commissioner under the city charter adopted in 1877, receiving his appointment from Mayor Overstolz. He was health commissioner six years, and since 1884 has been chief sanitary officer of the city, holding that position under various administrations. The best evidence of his efficiency and high standing as a public official, and of the value of his services to the city, is the fact that for a period of nearly twenty years he has held office undisturbed by changes of administration. He has been twice married—first to Miss Eulilie Maguire, daughter of George Maguire, first Democratic mayor of St. Louis, elected in 1842. Four daughters and two sons were born of this union, of whom all except the eldest son are now living. For his second wife Mr. Francis married Miss Mary A. Provenchere, a descendant of one of the early settlers of St. Louis, in 1875. Two daughters have been born of this marriage.

Franciscan Monastery.—This monastery, located at 3140 Meramec Street, was founded in 1862 by Father Servitius Altmicks, O. F. M., who built the edifice and the church adjoining. The order is six hundred years old, and has taken a prominent part in

European affairs. One of its members was in the expedition of Columbus that discovered the New World. It has three provinces in the United States, St. Louis being the headquarters of one of the provincials, Father Theodore Arentz, O. F. M. There are thirty-five students in the monastery, who pass four years in study to prepare themselves for priests. The parish school has six hundred and thirty children, and there is also a school of St. Joseph, kept by ten sisters and one male teacher. They have a church—St. Anthony's—with a parish comprising six hundred families.

Finck, John C., manufacturer, was born in the Kingdom of Wuerttemberg, Germany, December 24, 1824, son of John C. and Regina (Hemrick) Finck. He was well educated in the schools of Germany, which correspond to the public schools of this country, and afterward took a course in the polytechnic school at Stuttgart. He came to this country an intelligent and well-informed young man in a general way and peculiarly well fitted for mechanical and engineering work by his scientific training. Reaching Cincinnati in 1849, he entered the employ of Messrs. Harkness, Moore & Co., at that time the largest machinery and locomotive manufacturers in the West, taking the position of mechanical engineer in the establishment of which they were owners and operators. He remained in the employ of Harkness, Moore & Co. and their successors, Moore & Richardson, for a period of nine years, and then became connected with the celebrated iron manufacturing firm of D. Wolf & Co., of Newport, Kentucky. In 1861 he was employed by Mr. Thomas Scowden, chief engineer in charge of the construction of the Louisville & Portland Canal, designed to provide a waterway for boats around the Ohio falls at Louisville, and for some time was identified with that important public work as a draughtsman. Then, in 1862, Albert Fink, who later achieved national distinction as a civil engineer and railroad manager, employed him to make drawings for the reconstruction of bridges on the Louisville & Nashville Railroad, which had been destroyed by the Confederate general, John H. Morgan, in his raid through Kentucky and Ohio. After completing this work he came to St. Louis and became junior member of the firm of Helmbacher & Finck, manufacturers of iron forgings. This was a notable establishment, which rendered some historic services to the government during the Civil War in connection with the construction of gunboats and other engines of war. It was this firm which furnished the forgings for the Eads gunboats, and these forgings were constructed under Mr. Finck's personal supervision. In January of 1866 he severed his partnership with Mr. Helmbacher and established the J. C. Finck Mineral Milling Company, still in existence and prominent among the manufacturing industries of St. Louis. He has since been president and general manager of this corporation, of which E. C. Finck is vice-president and J. C. Finck, Jr., secretary and treasurer. He married in 1862 Miss Fredricka Hemkel, of Wuerttemberg, Germany, and their children are John C. Finck, Jr., Emma Finck, Edwin C. Finck, Dora Finck and Amelia Finck.

Frost, Daniel M., distinguished in both military and civil life, was born August 9, 1823, in Schenectady County, New York, a descendant, in the sixth generation, of William Frost, who settled on Jamaica Plains, Long Island, in 1662. After receiving a thorough preparatory education at the Albany Academy, presided over at that time by Dr. T. Romeyn Beck, a noted educator in his day, he was admitted to West Point Military Academy as a cadet. He was graduated from the military academy in 1844 with class honors, General U. S. Grant, General George B. McClellan, General W. S. Rosecrans, General W. B. Franklin, General P. G. T. Beauregard, General Nathaniel Lyon, and General C. P. Stone—known in later years as "Stone Pasha" on account of his services to the Egyptian government—being among the famous military men who were his contemporaries and classmates. Immediately after his graduation he was assigned to duty as a brevet second lieutenant of artillery in the First Regiment. After passing two years of uneventful service he was transferred, at his own request, to a regiment of mounted riflemen, which he joined at Jefferson Barracks in 1846. He was soon afterward sent to Mexico with his regiment and joined the forces under the immediate command of General Winfield Scott. He

David R. Francis

participated in all the engagements from Vera Cruz to the City of Mexico, and upon the recommendation of General Harney was brevetted first lieutenant at Cerro Gordo for gallant and meritorious conduct. He returned to St. Louis with his regiment in the autumn of 1848, and in the spring of 1849 went with the regiment to Oregon, acting as regimental quartermaster on this expedition. The year 1851 found him again in St. Louis, and in that year he was sent, upon General Scott's recommendation, to Europe to gather information concerning the cavalry drill and discipline of the armies of the Old World. Upon his return to the United States in 1852 he rejoined his regiment in Texas, and while participating in an expedition against marauding Indians was seriously wounded. The year following he resigned his commission in the United States Army and established his residence in St. Louis. He at once took an active interest in the organization and discipline of the citizen soldiery of Missouri, and upon the organization of the Washington Guards in St. Louis he was placed in command of that famous old-time military company. While giving a considerable share of his time and attention to local military affairs, he was actively engaged in business, operating first in the lumber trade, and later on an extensive and profitable scale in the fur trade. In 1854 he was elected to the State Senate of Missouri, and took high rank among the influential legislators of that period. He was mainly instrumental in securing the passage of the State militia law while he was a member of the Senate, and soon after it went into effect he was elected brigadier-general of militia by the commissioned officers of the First Military District. In 1859 he commanded the militia of this district on what has become known as the "Southwest expedition," an expedition undertaken by order of the Governor of Missouri for the purpose of quelling the turbulent spirits who had produced a condition of constant turmoil on the western border of the State as a result of the contest for supremacy between the pro-slavery and anti-slavery elements in Kansas. He was at the head of the military forces of the First District thereafter until they were swept out of existence by the events which made Missouri a part of the battle ground of the Civil War. Acting in obedience to the Governor's command, and in compliance with the military law of the State passed in 1858, he assembled the militia of the First District at St. Louis on the 6th of May, 1861, and established the military encampment which became known as Camp Jackson. The military companies of this district had been called together for their annual drill in pursuance of the requirements of the military law of the State, but in view of the fact that the Southern States were at that time making active preparations for war, and had already captured Fort Sumter and other national fortresses, and of the further fact that the Governor of Missouri was believed to be in full sympathy with the movement to establish a Southern Confederacy, General Nathaniel Lyon, commanding the Union forces then available in St. Louis, construed this assembling of State troops to be an act hostile to the Federal government in intent. He accordingly ordered the forces under his command into action, and, marching to Camp Jackson with about 8,000 men, demanded its surrender. The superiority of his force, in point of numbers, to that under command of General Frost made resistance useless, and the formal surrender took place on the 10th of May. This action and the logic of events which followed caused General Frost to become an active participant in the war as a Confederate soldier and officer after he had been released from his parole through an exchange of prisoners, and toward the close of the year 1861 he was commissioned a brigadier-general in the Confederate Army. The banishment of his wife from their home near St. Louis in 1863, and the suffering to which she and her children were exposed by reason of such banishment, caused him to resign his commission in 1863 and proceed to Montreal, Canada, where the family circle was reformed, and where they continued to reside until the close of the war. After the war he returned to St. Louis, rehabilitated his home, and has ever since occupied a position of commanding influence as a man and a citizen.

Francis, David Rowland, Governor of Missouri from 1889 to 1893, and Secretary of the Interior during the closing six months of President Cleveland's second administration, was born October 1, 1850, in Richmond, Kentucky, son of John Broaddus and Eliza Caldwell (Rowland) Francis. His father, John B.

Francis, was at one time sheriff of Madison County, in that State; was later engaged in mercantile pursuits in Richmond, and still later engaged in farming in Lincoln County, Kentucky. The later years of his life were spent in Missouri, to which State he removed in 1882, and he died at his home near St. Louis in 1894. He was a fine type of the old-fashioned Southern gentleman, and came of an old Virginia family, seated originally near Richmond. The earliest representatives of the family in Kentucky were pioneer settlers in that State, and the grandfather of Governor Francis—Thomas Francis—was a Kentucky soldier in the War of 1812. Through his mother Governor Francis is descended from David Irvine, of Lynchburg, Virginia, whose ten daughters were numbered among the distinguished pioneer women of Kentucky and left the impress of their individuality indelibly stamped upon the history of that commonwealth. The Irvine family tree was planted in Virginia at an early date, and the colonists who bore the name to this country were of distinguished lineage. Through antecedent generations extending back to the days of Robert Bruce, the history of the family was closely interwoven with the history of the noblest achievements of the Scottish people. In the time of Bruce, William de Irvine was awarded a part of the royal forest of Drum in consideration of his valuable services to the Crown. Captain Christopher Irvine commanded King James' Light Horse at the battle of Flodden. Alexander Irvine closed the gates of Londonderry in the face of another King James and his army, and the Edinburgh "Review" has said of this action that it entitled him to be called one of the greatest heroes the world has ever seen. The American descendants of these Scottish heroes have on numerous occasions proven themselves worthy of their name and ancestry, and the names of General William Irvine, of Revolutionary fame; William and Christopher Irvine, and Christopher, son of William, pioneers of Kentucky, occupy prominent places on America's roll of honor. A rich endowment of physical and intellectual vigor was the chief inheritance of Governor Francis when he began life for himself. Before leaving his old home in Kentucky he had obtained an academic education in Richmond Academy, taught at that time by Rev. Robert Breck, somewhat famous as a Kentucky educator. In 1866 he entered Washington University, of St. Louis, and was graduated from that institution in the class of 1870. After that he was employed for five years as a shipping clerk by the firm of Shryock & Rowland, of this city, and then became junior member of the same firm. In 1877 he founded the D. R. Francis & Bro. Commission Company, and later engaged extensively in the wholesale grain trade. His genius for the conduct of affairs soon made him a conspicuous figure in the business circles of St. Louis, and his uniformly successful operations long since caused him to be recognized as an astute financier and a business man of broad capabilities. He was made vice-president of the Merchants' Exchange in 1883, and a year later, at the end of one of the most spirited contests in the history of that famous association of merchants and traders, he was elected to the presidency of the exchange. In a business way he has been identified with some of the most important corporate interests of St. Louis, chief among them being the Mississippi Valley Trust Company and the Merchants-Laclede National Bank, in both of which institutions he holds the office of vice-president. Having always taken a somewhat active interest in politics as a staunch adherent to the Democratic faith, he was made the nominee of his party for mayor of St. Louis in 1885. Four years before this the Republican candidate for the mayoralty had been elected by a majority of 14,000, and Mr. Francis faced this adverse majority in entering upon his contest. Notwithstanding the odds against him, his vigorous and effective campaign carried him into the mayoralty by a majority of 1,200. As head of the city government his superior ability was no less strikingly evidenced than it had been in the conduct of his private affairs. His was a business administration, and during his official term he reduced the rate of interest on the municipal indebtedness of the city from 6 and 7 to 4 per cent, compelled payment of a judgment of one million dollars which the city had obtained against the Pacific Railroad Company, and inaugurated reforms in the conduct of the different departments of the city government which have been of incalculable benefit to St. Louis. After a prolonged and bitter fight against the St. Louis Gas Light Company, which at that time had a monopoly of lighting the principal business and resi-

dence portion of the city, he forced that company to reduce the price of gas to consumers from $2.50 to $1.25 per thousand feet. He also urged and pushed to passage the bill which provided for an extension of the water supply of the city, and was the active advocate of the establishment of the new pumping station and capacious reservoirs at the Chain of Rocks, in North St. Louis. During his entire administration he vigorously pushed the reconstruction of the city streets in the face of the stubborn opposition of many influential property holders. The position which he took in connection with that important work gave an impetus to street reconstruction in its incipiency and at a critical period in its history, and the present system of durable downtown streets and splendid boulevards was the result. He also earnestly recommended the adoption of the ordinance which made provision for the sprinkling of every thoroughfare in the city and relieved the people from the plague of dust which had become almost unendurable and threatened to seriously retard progress and development in every direction. He was a forceful and energetic leader in every movement calculated to advertise the resources of St. Louis or to add to its prominence and prestige, and headed many of the delegations through whose efforts St. Louis was made famous as a convention city. He appointed and headed the delegation which secured for St. Louis the National Democratic Convention of 1888, the National Encampment of the Grand Army of the Republic in 1887 and the triennial conclave of the Knights Templar in 1886. The National Convention of the Christian Endeavor Society, a National Cattlemen's Convention, and many similar gatherings were also held in St. Louis during his administration, and he was not only active in bringing all of them to the city, but as chief magistrate of the municipality was at all times untiring in the entertainment of its guests. On every occasion he appealed to the local pride of the citizens and incited them to unwonted effort to promote the fame of St. Louis. His energy and earnestness had an inspiring effect, and it was this infusion of new life and vigor into the conduct of city affairs which prompted some chronicler to write of this period as the beginning of a new era, and to apply to the rejuvenated city the term "New St. Louis," which has clung to it ever since. Mr. Francis was not only zealous, but fearless and aggressive in his guardianship of the interests of the city, and in the face of what appeared to be at the time a popular demand for its approval, he vetoed what was known as "the Electric Elevated Railway bill," because it did not compensate the city adequately for a valuable franchise. Criticised at the time, this action was almost unanimously approved by the people, and a precedent was established which has been of great value to the city. An interesting event of his administration was the visit of President Cleveland to St. Louis in the fall of 1887 and his entertainment at the home of Mayor Francis, an occasion remembered as one of the leading social events in the history of the city. His admirable administration as mayor of St. Louis made him the nominee of the Democratic party for Governor in the fall of 1888, and on the 14th of January, 1889, he was inaugurated chief executive of the State. His administration of State affairs was signally successful, practical views and common-sense methods governing his action in every department of the public business. In everything he was intensely loyal to the interests of Missouri, jealous of her good name, and earnest and forceful in promoting measures designed to call attention to the resources of the State and further their development. Admirable as it was, viewed from the business standpoint, his administration was no less commendable for social features, which brought the people of Missouri into intimate and delightful relationship with the man whom they had elevated to the highest office in their gift. His hospitality had the charm of warmth and spontaneity, and during his residence at the State capital the Governor's home was the scene of many delightful social events. When he retired from the governorship he turned his attention to his business affairs, and did not re-enter official life until the summer of 1896, when he was called into President Cleveland's cabinet as Secretary of the Interior. He had sat in the convention which first nominated President Cleveland in 1884 as delegate-at-large from the State of Missouri, and had been regarded as one of his warmest personal and political friends during all the years of his prominence in national politics. When called to a place in his cabinet he felt compelled to accept the appoint-

ment, and, although his term of service as a cabinet minister was comparatively short, he left his impress on the department of the government over which he presided and added to his well-earned fame as a public man. Trained to business pursuits, he has nevertheless been a careful student of social and governmental problems, of art and literature, and as a result he is a man of numerous and varied accomplishments. He is a forcible and attractive public speaker, has much of that magnetism which makes men natural leaders of men, and his democratic tastes and charming cordiality of manner are attractive features of his personality. When the movement was inaugurated to celebate the one-hundredth anniversary of the purchase of Louisiana by holding a World's Fair in St. Louis, Governor Francis became one of the chief promoters of the project, and is now bending all his energies toward making a success of this vast undertaking. He married in 1876 Miss Jennie Perry—daughter of John D. Perry, of St. Louis—a lady whose social and domestic graces have contributed not a little to the success of her distinguished husband. Six children, all boys, have been born of this marriage, named, respectively, John D. Perry, David R., Jr., Charles Broaddus, Talton Turner, Thomas, and Sidney R. Francis, Jr.

Francis, Sidney Rowland, brother of Governor David R. Francis, whose brilliant and successful career has been briefly sketched in this connection, was born August 16, 1857, in Richmond, Kentucky, and died in St. Louis December 4, 1893. He was educated in the private schools of his native town and at Lexington, Kentucky, and when eighteen years of age became associated with the firm with which his brother, David R. Francis, was connected in St. Louis, in the grain and commission business. In 1880 he became a member of the firm which his brother had established in 1878, and from that date up to the time of his death he was one of the most successful traders in grain and produce engaged in that branch of business in St. Louis. His energy was intense, his judgment and self-poise admirable, and his tact and resourcefulness remarkable. Although a very young man when he first made his appearance as a trader on the floor of the Chamber of Commerce, he speedily took rank with the leaders of that body, not alone by reason of the fact that he built up a large fortune as a result of his successful operations, but because of his progressive ideas and his active co-operation in every movement designed to extend the trade of St. Louis and to increase the prestige and prominence of the city as a center of commercial and industrial activity. He was unselfish in his devotion to the advancement of all the business interests of the city and unflagging in his efforts to promote their growth and expansion. He had great force of character and superior executive ability, and, coupled with these endowments, a peculiar graciousness of manner and kindness of heart which popularized him with all classes of people and endeared him especially to his business associates and those with whom he came into contact in the affairs of everyday life. No truer estimate of his abilities, his virtues and his accomplishments could have been made than was contained in the testimonial adopted after his death by the Merchants' Exchange, composed of those who had been most closely associated with him for years, and who had twice elected him to important offices within their gift. These resolutions bore testimony to the fact that he was in all respects a high-minded, manly man, of unswerving integrity, loyal to his friendships, and peculiarly tender and loving in his family relations. Similar testimonials and resolutions were adopted by the Mississippi Valley Trust Company, the St. Louis United Elevator Company, and the Union Casualty & Insurance Company, with all of which corporations he had been officially identified, and these resolutions, handsomely engrossed and beautifully bound, constitute a cherished possession of surviving members of his family.

Franciscus, James M., banker, was born in Baltimore, Maryland, June 25, 1809, son of John and Mary (Thompson) Franciscus. His father was for thirty years engaged in business in Baltimore as a sugar refiner, and was also interested with other prominent gentlemen of that city in the shipping trade. The family to which he belongs is of German origin, and his more remote ancestors were men of rank and title in the fatherland. Educated at a private school in Baltimore, he was for some years a student under the Rev. Mr.

S. P. Francis

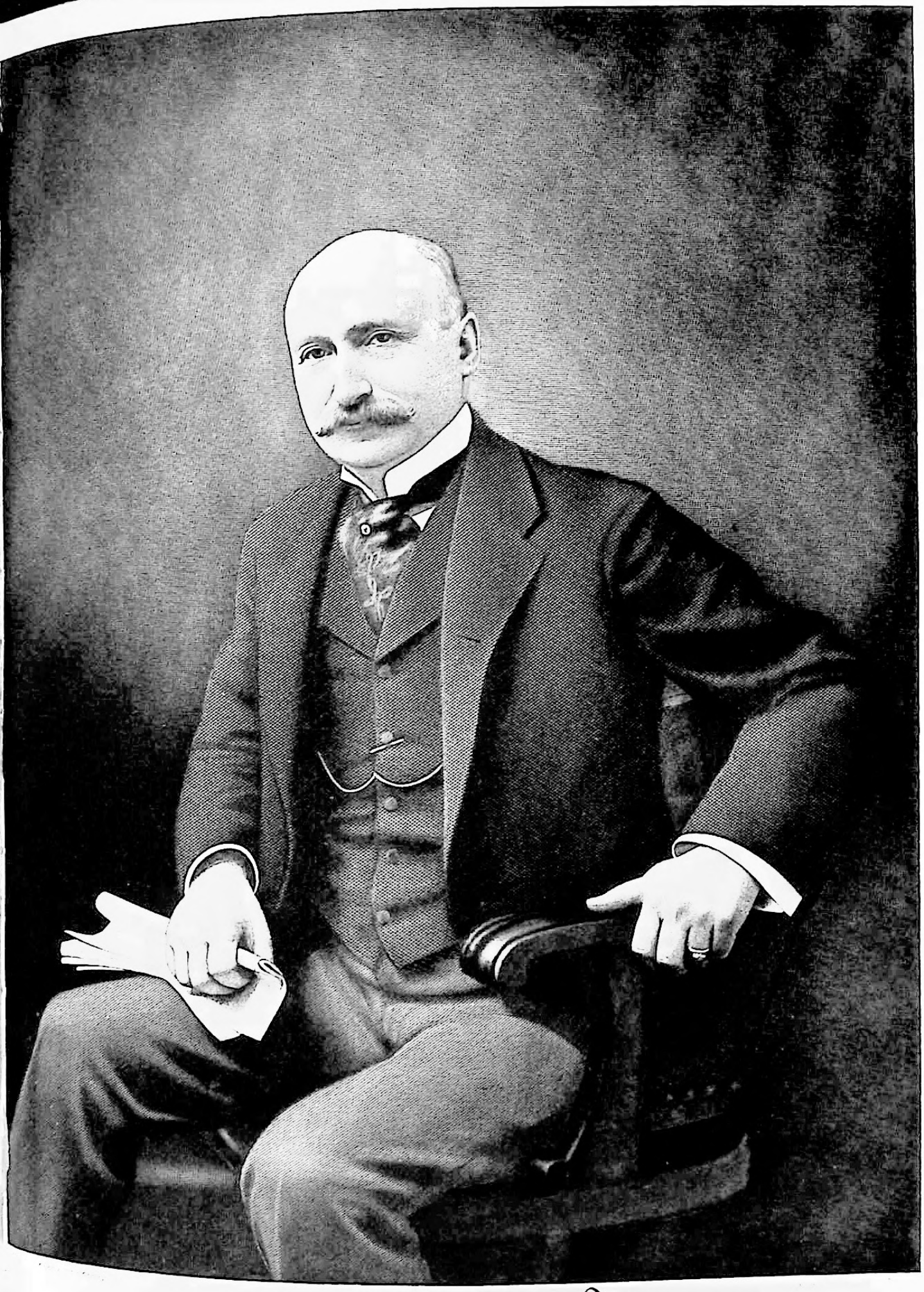
Gibson—a teacher of more than local renown—the French and Latin languages being among his studies. After quitting school he embarked in the brokerage business in Baltimore, and remained there until 1836, in which year he migrated westward as far as Louisville, Kentucky. At Louisville he established himself in the same business which he had conducted successfully in Baltimore and remained four years in the chief city of Kentucky. Retaining his business interests there in 1840, he came to St. Louis the same year and, associating himself with his brother, John T. Franciscus, who had preceded him to this city, established the banking house of Franciscus & Co. After banking four years in St. Louis he went to New Orleans, and for three years was engaged in the brokerage business in that city on his own account, without partners. Returning to St. Louis in 1851 he became a partner in the banking house of George E. H. Gray & Co., the others interested in the bank being Mr. Gray, Stephen Haskell and George G. Presbury, Jr. In 1852 he and Mr. Haskell withdrew from this institution, and in company with John H. Billings established the old-time banking house of Haskell & Co. Together these gentlemen built up a banking business recognized as one of the soundest and most carefully managed in the city, and when Mr. Haskell and Mr. Billings severed their connection with it to retire from active participation in the conduct and management of affairs, Mr. Franciscus continued to operate the bank alone until 1863, in which year he admitted to partnership with him Edward G. Moses and Stewart Steele, both of whom had been employed in the institution in clerical capacities. This partnership continued until 1870, and was then succeeded by the corporation which continued to be known as the Haskell Bank, with Thomas E. Tutt as president, and Mr. Franciscus as vice-president. For two years thereafter the institution continued its operations under the supervision of these two sagacious and conservative financiers without suffering the loss of a dollar. The good will of the bank was then sold to the Lucas Bank, Mr. Franciscus intending at the time to retire from active business. He was, however, at once elected to a directorship in the Lucas Bank, and later, at the earnest solicitation of his associates on the board, accepted the presidency of that institution. After holding this position two years he recommended that the affairs of the bank should be wound up, and the proposition being agreed to, closed up the business, returning to stockholders from $119 to $120 for every $100 worth of their stock, in addition to the annual dividends of from 6 to 8 per cent, which they had drawn from time to time. During his long connection with the banking interests of St. Louis he had become recognized as a financier of marked ability, notable alike for his sound judgment, his unswerving integrity and his broad knowledge of all the departments of the banking business. It was exceedingly pleasant to have established this reputation, but the fact made it difficult for him to follow his inclination to retire permanently from the business, and in 1880 he was chosen vice-president of the Third National Bank, holding that position until 1887, when he insisted that his sixty-two years of labor in the banking and brokerage business had earned for him a rest. At the date of his retirement from the office of vice-president of the Third National Bank he was seventy-eight years of age, but a well-regulated life had left him in possession of unusual mental and physical vigor, and ten added years did not seem to materially injure his vitality. In addition to his activity and prominence in banking circles he has been connected with numerous other business enterprises, and at different times has been director and vice president of the St. Louis Elevator Company; director and president of the East St. Louis Elevator Company, and a director of the Venice Elevator Company. Many interesting experiences have crowded themselves into the long and active life of Mr. Franciscus, and it is not inappropriate to mention one or two of them in this connection. As a young man in Baltimore he was a member of the famous old-time military company of that city, known as the "Independent Blues," and held the rank of first lieutenant in that company. There, too, he enjoyed the acquaintance of Junius Brutus Booth, an acquaintance which continued after his coming to St. Louis. Through Booth he was made acquainted with the celebrated English actor, Macready, and on the occasion of the great tragedian's visit to St. Louis Mr. Franciscus was one of a party who spent a week with him driving over the prairies of Illinois, of which Macready had heard much, and which he was exceedingly anxious to see.

An Episcopal churchman, Mr. Franciscus' membership of that church extends over a period of nearly forty years, and at different times he has served as church warden and in other official capacities. For ten years he was a director and member of the executive committee of the Episcopal Orphans' Home, and for eight years he sustained the same official relationship to the St. Louis Provident Association. He has been twice married. First, in 1851, to Miss Elizabeth Sterrett, of Lewistown, Pennsylvania, and after her death to Mrs. William Wade, who became his wife in 1865.

Franco-American Club. — A club composed, as its name indicates, of French-American citizens, its object being social and benevolent. It was founded at a meeting held at the Lindell Hotel November 1, 1898. Emil Karst was its first president, and Arthur S. Little, secretary and treasurer.

Franklin's Birthday Celebration. The earliest celebration in St. Louis of Benjamin Franklin's birthday of which we have record was in the form of a banquet, on the 17th of January, 1846. Charles Keemle presided, assisted by Messrs. Chambers, Harris and Quigley as vice-presidents. After the regular toasts there was a running fire of volunteer sentiments, in which the leading members of the press of that day took part, or were mentioned — Chambers, Paschall, Penn, Treat, Field, Keemle, Hager, Allen, Ruth, Robb, Knapp, Ladew and others. One of the toasts was: "The Editorial Corps of the Mound City—With a pointed Penn and an extensive Field; their patrons always expect a Treat. Duty calling, they are never in their Chambers Knapp-ing."

Frank, Nathan, lawyer and ex-member of Congress, was born at Peoria, Illinois, February 23, 1852. His parents were Abraham and Branette Frank, natives of Germany, where they were married, and whence they emigrated, in 1849, to Hopkinsville, Kentucky. After two years' residence in Hopkinsville his father removed to Peoria, which he helped to lay out and build up. There the son attended the public schools. He came to this city in 1867 and graduated at the St. Louis High School in June, 1869. He afterward attended Washington University one year, and then entered the law department of Harvard University, Cambridge, Massachusetts, where he received the degree of bachelor of laws in 1871, but continued his studies for a year afterward at Harvard. Returning home, Mr. Frank was admitted to the bar and devoted the first years of his practice to commercial and bankruptcy law, with which he had thoroughly familiarized himself. He compiled and edited Frank's Bankruptcy Law, published in 1874, which work became an authority and ran through four editions. For three years he was associated with Honorable John M. Krum, ex-mayor, and at one time judge of the circuit court. Subsequently he formed the firm of Patrick & Frank, afterward that of Frank, Dawson & Garvin, and more recently the firm of Nathan Frank & Seymour D. Thompson. He was a member of the Fifty-first Congress, elected as a Republican from the Central District of St. Louis, serving on important committees. Perhaps the chief incidents in Mr. Frank's congressional career were connected with his opposition to his party in seeking to enact a national election law, and also to pass what was known as the National gerrymander bill, restricting or limiting the State Legislatures in apportioning the congressional districts. He was a member of the committee on the Columbian World's Fair, to which subject he had devoted much attention while co-operating with the leading citizens of St. Louis in the effort to locate the fair near this city. He had been one of the earliest movers in that project, in recognition of which he was appointed by Governor Francis a member of the World's Fair Commission. Since his retirement from Congress he has repeatedly declined to accept a renomination or to become a candidate for any other public office, and has devoted himself to his profession, of which he is an able and accomplished member. Mr. Frank is the principal owner of the stock of the "Star" newspaper of St. Louis, whose affairs he directs and to whose prosperity he has largely contributed by his careful and sagacious management. His organization of the concern, however, is such as not to detract from the time allotted to his professional duties at his law office. Although not taking an active part in any sectarian matters, Mr. Frank is a member of the Jewish Church, and is regarded as a worthy representative of the



Nathan Frank

people of that denomination in their social relations and business interests. He is unmarried.

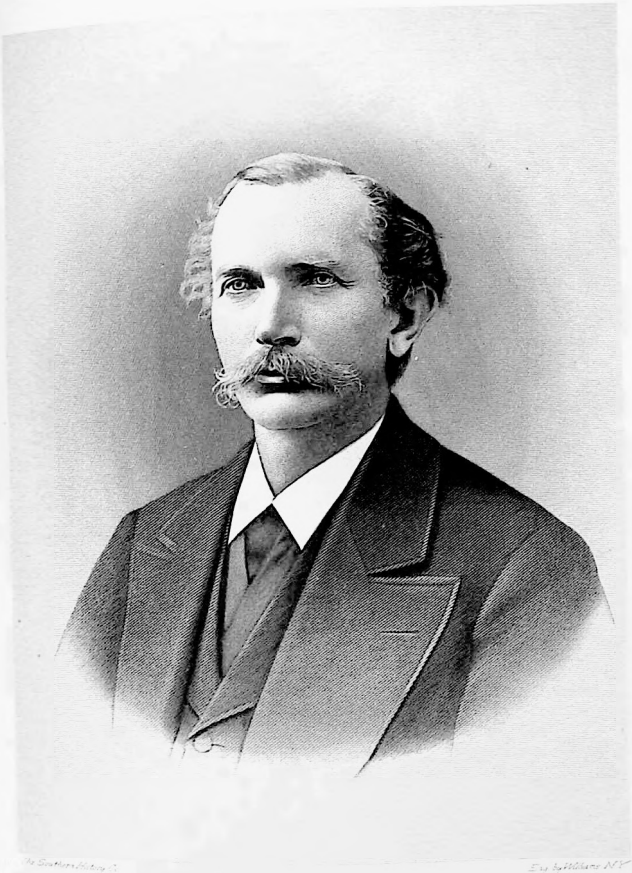
Frank, John Nicholas, merchant and manufacturer, was born in Erbach, in the Grand Duchy of Hesse-Darmstadt, Germany, November 11, 1822. When seven years of age he came with his mother to the United States, landing in Baltimore, Maryland, and lived in York, Pennsylvania, until 1831. In that year the family came to St. Louis, and some time later his mother purchased a farm at the present junction of Russell and Grand Avenues. There he grew up, being employed as a boy and in his young manhood at gardening and small farming. In 1844 he opened a general store at the corner of Lafayette Avenue and Ninth Street, which he conducted for nine years thereafter, disposing of it in 1853 to engage in the manufacture of furniture with horse-power motors, establishing this business on Thirteenth Street, near Lynch Street. Four years later he erected the first cottonseed-oil soap plant built in St. Louis, near Second and Barton Streets, purchasing the cotton seed in the Southern States and extracting the oil by a process of his own, and with machinery of his own devising. He was one of the pioneers in this field of enterprise, and in a comparatively small way inaugurated a business which has since grown to very large proportions. He conducted this branch of manufacturing successfully until the beginning of the Civil War, when his supply of cotton seed was suddenly cut off, in consequence of which he converted his factory into a woolen mill. In 1863 he abandoned this line of manufacturing and engaged in pork-packing until 1865, when he disposed of the establishment which he had built up and embarked in the general produce and grain commission business at the corner of Third and Walnut Streets. In 1868 he returned to merchandising, reopening a store at the location where he had first begun business as a young man. His ventures in various fields having proved successful, he retired from commercial pursuits in 1873, and was not actively engaged in business until 1892, when he became interested in the manufacture of hydraulic cement at a point on the Carondelet Branch of the Missouri Pacific Railway. He became deeply interested in experimental work in this connection, and gave it his personal attention and supervision until his death, which, resulting from an accident, occurred April 5, 1897. He was one of the founders of the old First Ward Bank, which has since passed out of existence, and during all the years of his life was an active, energetic and public-spirited citizen, as well as a successful man of affairs. During the administration of Mayor John How he was one of the men who interested themselves most actively in promoting the building of what was known as the "East St. Louis Dike," constructed for the improvement of the harbor of St. Louis. He was a practical-minded and sagacious man, whose energy and enterprise contributed not a little to the upbuilding of St. Louis, whose integrity was never questioned, and who was esteemed by all who knew him for his moral worth. He was twice married; first, in 1846, to Miss Catharine Flesh, of St. Louis, who died in 1852, leaving one son, now Dr. John N. Frank, a well-known physician of this city. In 1856 he married for his second wife Miss Mary S. Wamsgaus, of St. Louis, who died in 1897. The children born of this union were Dr. Charles A. Frank, George H. Frank and Mrs. Bertha Hausman, all of St. Louis.

Frankenfield, Harry Crawford, United States signal service officer, was born November 24, 1862, in Easton, Northampton County, Pennsylvania, son of David D. and Susan E. Frankenfield, and descendant of a Quaker ancestor, who settled in Pennsylvania in 1682. He was educated at the High School of Easton, Pennsylvania, at Lafayette College, at that place, which later conferred upon him the degree of master of arts; and at Washington, D. C., where he received the degree of doctor of medicine. After his graduation from Lafayette College, in 1881, he entered the United States signal service at Washington, D. C., beginning January 4, 1882. December 1, 1887, he was assigned to the charge of the Chicago signal service office, and July 15, 1891, was appointed local forecast official of the weather bureau, still retaining his headquarters at Chicago. June 1, 1894, he was relieved from duty at Chicago and assigned to the St. Louis office of the weather bureau as local forecast official, a position which he has retained up to the present time, 1898. November 24, 1891, he married Miss Katherine Presley Thornton, of Shelbyville, Illinois, daughter of Honorable Anthony

Thornton, an ex-member of Congress and an ex-judge of the Supreme Court of Illinois.

Franz, Ehrhardt D., merchant, was born March 30, 1833, in the Province of Hanover, Germany, and died in St. Louis, February 7, 1898. His parents were Nicholas and Katharine (Kroenke) Franz, and his father was a German lawyer and notary. The son was carefully educated in the private schools of Germany and was then employed in his father's law office and as a postal clerk in Hanover until he was twenty-one years old. In the year 1854 he sailed for the United States, and in due time was landed in New York. He then started for the far West, and, after stopping for a time with friends at Monticello, Illinois, proceeded to Albuquerque, New Mexico, where he became interested in the business of freighting goods across the plains to the towns and military posts of that remote region. Afterward he engaged in merchandising with L. & H. Huning, of Albuquerque, and still later carried on a successful mercantile business of his own at Los Lunas, New Mexico. Having accumulated considerable means as a result of his trading operations in New Mexico, he removed his family to St. Louis in 1871, residing for a time at Webster Station, and then removing to Benton Station, which continued to be his home until the end of his life. After his coming to St. Louis he embarked in the retail drug business first, and later organized the wholesale grocery house of Franz & Nasse. He retired from active participation in the conduct of the grocery business in 1873, but retained an interest in the firm, which then became Kink & Nasse. In 1880, immediately after the building of the Atchison, Topeka & Santa Fe Railroad, he again established a business in New Mexico, the old city of Santa Fe being the scene of his operations and the hardware trade the branch of merchandising in which he engaged. This business he continued to control and direct until 1895, when his establishment was destroyed by fire. He then ceased to be engaged in merchandising operations, and thereafter devoted his time and attention to caring for his large property interests in St. Louis and its vicinity. He was a stockholder in the German Savings Institution, of this city, of the Third National Bank, and of the American Arithmometer Company, and had large real estate holdings in the vicinity of Benton and in other suburbs of St. Louis. He had a genius for the business of merchandising, and his operations in various fields and various lines of trade were uniformly successful. While doing business in the Southwest he was engaged to a considerable extent in the Indian trade and had many interesting experiences in that connection. He was trained in a liberal school, and in consequence of this training and his practical experience in life, was a man of broad views and cosmopolitan tastes. A careful man of affairs, he was at the same time thoroughly public-spirited and ambitious to contribute his full share to promote the progress and prosperity of every community with which he was identified in a business way. He was a member of the Merchants' Exchange Benevolent Association of St. Louis; of the Ancient Order of United Workmen, and the Order of Foresters. August 22, 1865, he married, at Los Lunas, New Mexico, Miss Sophia Dietzel, and at his death was survived by ten children and nine grandchildren. His children are Minnie L., wife of Sherman Kleinschmidt, of the firm of Charles A. Sweet & Co., of St. Louis; Johanna A., wife of Eugene A. Fiske, late United States district attorney for New Mexico; Edward W., manager of his father's estate at Santa Fe, New Mexico; Ernest H., merchant, of Luna, New Mexico; Amanda J., wife of A. O. Wheeler, of Las Vegas, New Mexico; Gustav A., of Magdalena, New Mexico; Walter G., a student at Missouri State University; Otto B., of Springerville, Arizona; Henrietta E., and Adelaide M. Franz, now attending Forest Park University, of St. Louis.

Freedmen's Relief Society.—The Freedmen's Relief Society of St. Louis was an organization formed by St. Louis ladies in 1863, to afford relief to the freedmen of the South whom the fortunes of the Civil War forced to seek refuge in St. Louis and other places in Missouri. Its officers were Mrs. Lucien Eaton, president; Mrs. W. T. Hazard, vice-president, Mrs. Enos Clark, recording secretary; Mrs. R. M. Dean, corresponding secretary; Mrs. S. L. Pinnoe, treasurer; with a board of managers. During the war large numbers of destitute freedmen from the districts in the Southern States, occupied by the Union armies, drifted to the North. Many of those who came to St. Louis congregated at Benton Barracks (Fair Grounds), where



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they were provided with rations by the government; but they were destitute of clothing and other necessaries, and it was to supply them with these that the society was formed. It was a great and difficult task, but the society, with the aid of the Western Sanitary Commission, managed to accomplish it, relieving the necessities of the destitute freedmen in St. Louis and Missouri and sending money and boxes of clothing to those in other States also.

Free Employment Department.—A special department of the Bureau of Labor Statistics, opened in 1897 by Arthur Rozelle, Labor Commissioner. There was no law requiring the opening of such a department; it was the voluntary work of the commissioner, and the good it has accomplished will probably justify its maintenance as a permanent feature of the bureau. As its name indicates its object is to supply a free exchange between persons seeking employment and those in need of employes. Both classes send to the department and make known their wants, and the bureau acts as intermediary between them. The bureau furnishes a blank form for those seeking employment, giving name, address, nationality, occupation, whether married or single, number of dependent children, if any, name and address of last employer, how long employed at last place, how long idle, how long a resident of the State, wages desired, whether or not the applicant can read and write, and such remarks as may be called for—concluding with references. Applications for help simply state what sort of help is desired and ask for a list of applications for such positions as may be on file in the department, giving applicant's name and address. No charge is made against applicants for help or employment, except two cents for postage to insure registry and reply. From October, 1897, when the department was first opened, to April 18, 1898, there were received 5,880 applications, and of these 2,800 were provided for. The department does a great deal of work once performed by the private employment agencies, and in April, 1898, the number of these private employment agencies in the city had been reduced from sixteen to five. The department's operations are not limited to the city; it receives and deals with applications from all parts of the State, and also from other States.

Free Sons of Israel.—The Independent Order of Free Sons of Israel was organized in New York, in 1848, is composed of persons of the Jewish faith, and is charitable and benevolent in its objects and purposes. Its chief executive officer resides in New York and directs its affairs from that city. Two grand lodges are in existence, and their combined jurisdictions cover the entire territory of the United States. The total membership of the order was estimated at 15,000 in 1897, and it ranks next in importance to the Order of B'nai B'rith among Jewish benevolent organizations. Like the above named order, it pays $1,000 to the family of a deceased member at his death, and also pays sick and funeral benefits. The first lodge of this order was instituted in St. Louis in 1872, and District Grand Lodge No. 2, which extends its jurisdiction over Missouri, was organized in 1876.

Free Trade League.—An organization formed in St. Louis in 1870, which had for its object the creation of a sentiment in favor of radical changes in the revenue system of the United States and the ultimate establishment of free trade relations between this and other countries. Its earliest meetings were held in Veranda Hall, at the southwest corner of Fourth Street and Washington Avenue. The first president of the league was William M. Grosvenor, who was at that time the editor of the "St. Louis Democrat," and an able advocate of free trade theories. Numerous discussions of economic questions were held under the auspices of the league, but in the course of time the members lost interest in its proceedings, and the league ceased to exist.

Freight Blockade.—A memorable freight blockade occurred in St. Louis in 1883, and was occasioned by a strike of the switchmen of St. Louis and East St. Louis for higher wages. For several days the strikers were able to prevent any trains from being moved, and as a result a vast quantity of freight, in transit, was detained in East St. Louis. The railroad companies invoked the aid of the authorities and finally succeeded in raising the blockade, on the 18th of October.

Freighting.—This was a name given to that particular phase of transportation

which consisted in hauling goods, before the era of railroads, to Santa Fe, Taos, Albuquerque, Great Salt Lake and the military forts and posts established at various points on the plains. The starting points for the freighting teams were Independence and Westport, in Missouri, and at a later date St. Joseph, for Kansas City did not have an existence until the latter part of the freighting era, and the States of Kansas and Nebraska, with the flourishing cities they now possess, were not thought of. But while Independence and Westport, near the Missouri border, were the starting points for the great trains of freighting teams, St. Louis was the outfitting point, both for the merchandise hauled out and the supplies to be consumed on the way—and this business, added to the large fur trade which the enterprising traders of the city had carried on from the first settlement, placed St. Louis far ahead of all other points in the West in prosperity and affluence. There was no connection between fur trading and freighting; they were two different kinds of business. The fur traders were not dependent upon the freighters for carrying their goods out to their forts, and bringing the packs of furs and peltries in to market, since their carrying was done almost entirely by water, and they had their own transportation outfits of barges, canoes, voyageurs and hunters. And, besides, the fur trade was established and conducted in its own settled methods forty years or more before the freighting business was called into existence, and it had already made St. Louis a thriving, ambitious town of 15,000 inhabitants, before the trade between the Missouri frontier and the far West grew up. There was some freighting between the frontier and the towns of New Mexico before the Mexican War, in 1847-8, and it was the means of conducting a profitable intercourse with a people who paid for their goods in silver dollars; but the business was very largely increased after the Mexican War, when New Mexico became part of the United States territory, and its people American citizens. A number of forts were established in the new territory, and the supplies for these had to be hauled by freighting teams; and the considerable number of Americans who took up their residence in New Mexico increased the demand for American goods. After the Mexican War the Mormons took up their abode in Utah, and this, too, stimulated and enlarged the freighting business, for all the supplies of goods which this population needed and could not manufacture for themselves, had to be hauled to them overland by ox-teams. The freighting trains were accustomed to start on their slow march across the plains in the spring of the year, as soon as the grass grew and the water ran—and this made the spring in St. Louis the busiest of all seasons. Stocks of goods of all kinds needed in the New Mexico and Utah trade and for supplying the army posts had to be purchased—and this brought to the city such a throng of characters as could be found nowhere in the United States—gay and dashing army officers and blue-coated soldiers; black-haired New Mexicans, dressed in braided jackets and slashed trousers, mounted sometimes on richly caparisoned horses; plainsmen, scouts, hunters and Indian fighters, with great rowel spurs on their heels, and pistols and knives in their belts, and not infrequently a party of Indians in blankets, moccasins and feathers, moving noiselessly along the sidewalk, while a constant feature in the picture was a string of white-covered movers' wagons, with split-bottom chairs hung on the sides and rear, a woman and several white-headed children looking out in front, and a colt walking by the side of its dam in the harness—the whole cavalcade winding its way out Market Street from the levee to some new home in the West. In those busy days it was all that the force of clerks, salesmen and porters in a St. Louis business house could do to fill the orders, pack the goods and get them aboard one of the many side-wheel Missouri River steamboats at the levee before she started off at 5 o'clock in the afternoon; and it was a common thing for the drays to become packed into an immovable tangle on the levee for the space of a square, so that the police would have to untangle the mass by compelling those on the outside to back off and move away. Everything went to Independence and Westport by steamboat, and the daily scenes in and around those towns in the spring of the year were no less animated than at St. Louis. The goods were being hauled out to the packing point and loaded into wagons, the trains were being made up, the troops appointed to escort them were moving here and there on the ground, Mexicans were cantering about on their caparisoned horses, the "bull-whackers" were cracking their long-lashed whips, and driving

the lowing oxen into their places to be yoked up for the start, and white-covered little emigrant-wagons, bound for California or Utah, were arriving, to go out under the protection of the freighters and troops. Day after day the trains would start out; day after day steamboats from St. Louis would arrive with additional supplies of goods; day after day the white-covered little emigrant-wagons would arrive to take their places, and additional trains would be made up to follow those that had already gone before. The freighting firms of Majors & Russell, and Waddell, which had, at one time, three thousand wagons in their employ, controlled the business at Independence for a number of years, until the building of the Kansas Pacific and the Union Pacific Railroads changed the whole character of the trade and caused the freighters' trains to vanish forever. As New Mexico had nothing else with which to pay for its receipts of St. Louis goods, it was accustomed to pay in Mexican mint coins—usually dollars—which, in those days, were highly esteemed, since they possessed a higher coinage value than gold. The St. Louis merchants would pack them in small, strong boxes and send them to Philadelphia, New York and New Orleans, where they excited no little admiration for the city that had so much silver to spare. It was through St. Louis that the greater portion of the Mexican dollars circulating in the United States from 1830 to 1860 were obtained.

D. M. GRISSOM.

Freight Receipts and Shipments. The growth of the trade of St. Louis is exhibited in the amounts of freights of all kinds received and shipped. In 1871 the total amount received was 3,182,722 tons, of which 2,298,321 tons came by rail and 884,401 tons by river. The shipments for the same year were 1,730,380 tons, of which 959,882 tons went by rail and 776,498 tons by river. Four years later—in 1875—the receipts amounted to 3,896,205 tons, of which 3,232,770 tons came by rail and 663,525 tons by river; and the shipments amounted to 2,102,632 tons, of which 1,463,537 tons went by rail and 639,005 tons by river. Twenty-three years later—in 1895—the figures were more than trebled, the receipts for that year being 10,998,174 tons, of which 10,489,344 tons came by rail and 508,830 tons by river; and the shipments were 5,652,682 tons, of which 5,349,327 tons went by rail and 303,355 tons by river. In 1896 the receipts were 11,434,881 tons, of which 10,763,116 tons came by rail and 671,675 tons by river; and the shipments were 5,973,138 tons, of which 5,400,728 tons went by rail and 572,410 tons by river. It will be seen that the shipments are a little more than one-half the amount of the receipts, which shows that nearly one-half the total tonnage received is consumed in the city.

Of the total tonnage received by rail in 1896 the largest proportion came by the Illinois Central Railroad—998,299 tons; the next largest by the Missouri Pacific, 902,039 tons; next, St. Louis, Iron Mountain & Southern, 870,600 tons; next, Baltimore & Ohio Southwestern, 742,762 tons; next, Wabash (East) 687,069 tons; next, St. Louis, Keokuk & Northwestern, 650,705 tons; next, Terre Haute & Indiana (Vandalia Line), 615,673 tons; next, Louisville & Nashville, 580,824 tons; next, St. Louis & San Francisco, 527,353 tons; next, Mobile & Ohio, 442,105 tons; next, St. Louis, Peoria & Northern, 433,817 tons; next, Cleveland, Cincinnati, Chicago & St. Louis, 427,877 tons; next, Louisville, Evansville & St. Louis, 426,863 tons; next, Chicago, Burlington & Quincy, 390,082 tons; next, Wabash Railway (West), 383,045 tons; next, Chicago, Peoria & St. Louis, 357,297 tons; next, Toledo, St. Louis & Kansas City, 295,895 tons; next, Missouri, Kansas & Texas, 291,613 tons; next, Chicago, Alton & St. Louis (Main Line), 254,517 tons; next, St. Louis, Chicago & St. Paul, 124,000 tons; next, St. Louis, Kansas City & Colorado, 155,940 tons; next, Chicago & Alton (Missouri Division), 144,051 tons; next, St. Louis, Belleville & Southern, 66,085 tons; next, Wabash Railway (Iowa Branch), 64,606 tons. The largest amount brought by boats was 345,105 tons from the lower Mississippi; next, Cumberland and Tennessee Rivers, 87,275 tons; next, upper Mississippi River by rafts, 84,010 tons; next, Ohio River, 62,640 tons; next, upper Mississippi River by boats, 61,165 tons; next, Illinois River, 30,325; next, Missouri River, 1,245 tons. The shipments by rail were: St. Louis & San Francisco, 453,865 tons; Missouri Pacific, 437,848 tons; St. Louis, Iron Mountain & Southern, 410,491 tons; Wabash Railway (West), 341,807 tons; St. Louis, Keokuk & Northwestern, 340,375 tons; Wabash Railway (East), 322,

922 tons; Mobile & Ohio, 305,671 tons; Louisville & Nashville, 297,125 tons; Toledo, St. Louis & Kansas City, 289,773 tons; Chicago, Alton & St. Louis, 274,534 tons; Illinois Central, 269,890 tons; Chicago, Burlington & Quincy, 243,427 tons; Terre Haute & Indiana (Vandalia Line), 232,763 tons; Louisville, Evansville & St. Louis, 221,994 tons; Cleveland, Cincinnati, Chicago & St. Louis, 224,337 tons; Baltimore & Ohio Southwestern, 204,998 tons; Missouri, Kansas & Texas, 197,237 tons; Chicago, Peoria & St. Louis, 156,933 tons; Wabash (Iowa Branch), 61,353 tons; St. Louis, Chicago & St. Paul, 50,646 tons; Chicago & Alton (Missouri Division), 45,972 tons; St. Louis, Kansas City & Colorado, 7,702 tons; St. Louis, Belleville & Southern, 1,515 tons; St. Louis, Peoria & Northern, 1,490 tons. Boats took 508,960 tons down the lower Mississippi, 31,510 tons to the upper Mississippi, 18,805 tons to the Cumberland and Tennessee, 11,780 tons up the Illinois and 1,355 tons up the Missouri.

D. M. GRISSOM.

Freihaut, Valentine, was born in the Province of Hesse-Darmstadt, Germany, January 11, 1831, third son of George and Catharine (Marmelstein) Freihaut. He was reared on a farm and attended the schools of the neighborhood in which he lived until 1846. In that year the family immigrated to the United States and fixed their place of residence in St. Louis. Here Valentine Freihaut learned a trade, and in 1851 established himself in the business to which he had been trained. Later he found it advantageous to work on various Mississippi River steamers, an occupation he followed with satisfactory results for several years. For two years after the beginning of the Civil War he was in the transportation service of the government, and during the latter part of the war period, in company with his two brothers, Andrew and John Freihaut, was the owner of two barges leased to the government for the transportation of government supplies and munitions of war. When the war closed and the government had no further use for these barges they were utilized by the Freihaut brothers in the transportation of wood and coal to St. Louis, and this caused them to become later wholesale and retail dealers in wood, a business which they conducted with such success that, in 1897, they had each accumulated comfortable fortunes. Retiring from business at that time, at the end of nearly thirty years of hard work, Valentine Freihaut enjoys the fruits of his labor, devoting his time to looking after his property interests. He is a devout Catholic churchman, a Democrat in politics, and a substantial citizen in all respects. He is unmarried and resides with his sister, Mrs. Bauerbach, at 104 Lesperance Street, being known throughout that portion of the city as one of the pioneer German-Americans of St. Louis.

Fremont Relief Society.—A society organized by the patriotic ladies of St. Louis in October of 1861, which had for its object the relief of sick and wounded soldiers in camp and hospital, victims of the Civil War. Its first officers were Mrs. Jessie Benton Fremont, wife of General John C. Fremont, president; Mrs. T. B. Edgar and Mrs. Dr. Huessler, vice-presidents; Mrs. Clinton B. Fisk, secretary, and Mrs. Amalia Abeles, treasurer. Rooms for the use of the society were provided at the home of Mrs. T. B. Edgar, on Chouteau Avenue, opposite Fourteenth Street, and here was carried on a noble work during the earlier years of the war and until the systematic work of the Western Sanitary Commission was regularly inaugurated.

French Club of St. Louis.—"Le Club Francais de St. Louis" was organized in May, 1899. It is a social, musical and literary association. The present officers are: Alexander N. De Menil, president; Professor Louis Breucque, secretary and treasurer, and Louis Seguenot, Francis Kuhn, Marc Cointepas, A. Marchal and Joseph M. Layat, directors.

French Domination.—See "Domination, French."

French Governors.—See "Governors."

French Intrigues in The West. In 1793 France had become a republic, and the revolutionists affected a simplicity of manner in all things, consistent with their battle-cry in the forum and the field, "Liberty, Equality and Fraternity." Their highest officials were addressed as "citizens," and Edmund Charles Genet, who came to the United States

as the representative of the French republic, was designated as "Citizen Genet." As a monarchy, France had endeared itself to the colonists by helping them to throw off the yoke of British domination and establish an independent government, and as a republic she was enabled to strengthen and intensify this feeling. Presuming upon the amity which existed between the two countries, Citizen Genet sought to embroil the United States in French quarrels, operating not only through his diplomatic relations, but by direct appeal to the people. The government of the United States had announced that it would observe a policy of strict neutrality relative to European affairs, but when Genet landed at Philadelphia—then the capital—April 9, 1793, he was received with a popular demonstration which convinced him that the people would not sustain the government in its coldness toward the French revolutionists. "He came with blank commissions for military and naval service, and before he reached the seat of government to present his credentials he had fitted out two privateers at Charleston to prey on British commerce, and given authority to every French consul in America to constitute himself a court of admiralty to dispose of prizes brought into American ports by French cruisers One of these cruisers captured a British merchantman within the Capes of Delaware and proceeded with it to Philadelphia, where she was received with acclamations of joy by the excited people." The government was not, however, to be swerved from its purpose to keep clear of European complications by the temporary ebullitions of misguided enthusiasts, and President Washington and his cabinet ministers took dignified action. The captured British merchantman was restored to its owners, the privateers were ordered out of American waters, and orders were issued to the collectors at all American ports to seize all vessels fitted out as privateers, and to prevent the sale of any prize captured by such vessels. Genet refused to heed this admonition and persisted in his course, with the result that the United States government demanded his recall, to which the French government reluctantly consented. Removed from the ministry, he did not, however, leave the country, but remained here to foment dissensions, shifting the scene of his action from the East to the West. He projected an invasion of Florida, the expedition for which was to be organized in South Carolina and rendezvous in Georgia. Seconded by agents sent direct from France to Kentucky, he set on foot also the enlistment of troops for the purpose of wresting Louisiana from Spain. There was strong sympathy with the project to aid the French in taking possession of Louisiana, in Kentucky, and men like General George Rogers Clark accepted commissions in the French Army. Washington had already issued a general proclamation enjoining neutrality and warning against the enlistment of troops for the purpose of making war upon any government with which the United States was at peace, and this had the effect of paralyzing Genet's schemes in the East. But in Kentucky the feeling against Spain's assertion of exclusive control over the navigation of the Mississippi was intense, and the prominence and influence of the local leaders, who had, in a measure, committed themselves to the French scheme of conquest and occupation of the Southwest, gave the movement a serious aspect. In anticipation of an expedition down the Ohio, a Federal force was sent to Fort Massac, sixteen miles below Paducah, on the Illinois side, and every preparation was made for enforcement of the neutrality laws. Washington re-enforced his general proclamation by a proclamation addressed specifically to the Kentuckians who were co-operating with French emissaries in planning the expedition against Louisiana, and about the same time they were made acquainted with the fact that a pending treaty with Spain would open the Mississippi to navigation. The proclamation and prospective treaty put a stop to the military demonstration, and a French intrigue, which at one time threatened to involve the United States in a war with Spain, failed of its purpose. Genet later became a citizen of the United States, married a daughter of Governor George Clinton, of New York, and died near Albany in 1834.

French Mutual Aid Society.—A society organized in St. Louis November 28, 1859, incorporated January 30, 1861, and reincorporated January 8, 1886, which has for its object the promotion of fraternal relations and the payment of sick and death benefits to its members and beneficiaries, all of whom are persons speaking the French language.

French Newspapers. — Considering that St. Louis was founded by French colonists; that French was almost exclusively the language used during the first half century of the city's existence, and that since that time the French, Franco-American, Swiss, Belgian and other of her inhabitants who read and speak French have always been numbered in the tens of thousands, it is rather strange and unaccountable that no French newspaper has ever been able to succeed in St. Louis. Even at the present time (1899) it is estimated that there are some ten thousand people in the city who read French, and fully ten thousand additional within a radius of less than three hundred miles. Possibly the only solution of the problem lies in the statement of Francis Parkman, the historian, that the French emigrant readily becomes Americanized, and, we may add, reads the American newspaper.

"Le Courier de Saint Louis" was the first French newspaper published in St. Louis of which we can find any positive record. That it was issued semi-weekly, was begun in June, 1850, and lived a short life, and that E. Ferrence was its editor, and Charles Fr. Blattan its printer, is the full extent of our information. That other papers antedated it, very old settlers assert, but even the names of these sheets they can not remember. Diligent research has failed to establish anything definite beyond the fact that at some time in the early part of the forties—probably in 1844—a small-sized weekly paper, printed in French, was issued somewhat irregularly during a few months.

"La Revue de l'Ouest" was, as its prospectus informs us, "founded by the French Literary Society of St. Louis—Louis R. Cortambert, president; Th. Gantier, vice-president; Edward Haren, secretary; Nicolas N. De Menil, treasurer; Dominique Stock." The first number bore date of January 7, 1854, and consisted of eight pages of three wide columns each. Its form was afterward changed to four pages of six columns each. The general contents of the weekly "Revue" consisted of the latest news in brief, correspondences from Paris and New York, local items, short editorials on questions of the day in France and the United States, and a continued story selected from the Paris papers or magazines. In tone it was conservative; politically it was independent; in religion it was broadly Christian.

Dr. Nicolas N. De Menil (see "De Menil, Nicolas N.") was the managing editor of the "Revue" during the first year of its existence, and Louis R. Cortambert (see "Cortambert, Louis Richard") its editor. A diversity of opinion on religious and political questions leading to acrimonious debates among the stockholders, the paper was sold to G. Morhard and J. Wolff in December, 1854, L. R. Cortambert remaining as editor. In accordance with the views of its new proprietors, the "Revue" at once became red-Republican and anti-Catholic; it proclaimed the doctrines of the Abolition party, and took up the cudgel in defense of spiritualism and socialism. As the masses of the French and Franco-American people of the Mississippi Valley were Democrats and Catholics, and resided in slave States, the "Revue" declined rapidly in circulation and advertising patronage during the second year of its publication. Nevertheless, it continued being printed until 1864. The later years of its existence were dragged through with selections, Cortambert having gone to New York to edit (in conjunction with F. de Franaldos) the daily New York "Messager Franco-Americain."

"Le Moniteur de l'Ouest" was begun some time in April, 1856, by E. Delane Maryat, who came to St. Louis shortly before starting the paper. He was connected with the French press of New Orleans in the early fifties. The "Moniteur" was a weekly and had a brief career.

"Le Courier de St. Louis," L. Philipon, publisher, lived through a few months in 1866. It was a weekly.

"La Tribune Francaise" made its bow October 22, 1866. It was published by a society, of which G. Morhard seems to have been the head. This society, in its fierce democracy, had no president, secretary or other officers, as implied authority was aristocratic. The "Tribune" paid more attention than any of its predecessors to local and American politics. It sought to be a recognized power in the local Republican party, but beyond obtaining a small share of the "political printing" of the day for itself, it accomplished nothing in the interests of the French colony (so-called) of St. Louis. It really spoke only for the socialistic and red-Republican element, and its circulation was very limited. It suspended early in the seventies.

On September 9, 1876, H. Beaugrand is-

sued the first number of "La Republique," a weekly paper, in no way varying from the established formula for concocting a French newspaper in St. Louis. Its last number was issued January 5, 1877. Beaugrand emigrated to Canada in the latter part of the seventies, and a few years ago served a term as mayor of Montreal. He is at present on the editorial staff of a daily French newspaper published in Montreal.

The first number of "Le Patriote" was issued in October, 1887, by Louis C. Lavat, a printer. Ireneus D. Foulon, A. M., LL. B., was its first editor. It was published weekly, and was devoted to local and general news, commercial and political matters, and literature. In the winter of 1879 Dr. Chartier ("Karl Melite") became its editor, and the paper at once grew radical in its opinions. In the spring of 1880 it passed into the hands of L. Seguenot and L. Boudinet, the former becoming its editor. It was soon known as a conservative, moderate journal that appealed to the educated and the thoughtful classes of French readers. In June, 1881, in consequence of the burning of Lavat's printing establishment, the "Patriote" suspended, there being no other French printing house in St. Louis at that time. The list of the "Patriote" was sold to a New Orleans paper and filled out.

M. Louis Seguenot was born in Bourgogne, France, in 1833, and studied law in Paris, where he was admitted to practice early in the sixties. In 1865 he emigrated to the United States, taking up his residence in St. Louis, where he taught French until his appointment as consular agent of France in St. Louis, in 1888, which office he still holds (1899).

"Le Journal Francais de St. Louis" was the latest attempt at French journalism in St. Louis. A. de Vervins was its editor and proprietor. Seven weekly numbers only were issued, the first of which bore date of March 22, 1893. It was independent politically, advocated religious freedom, and was more French than American in its sympathies. The editor, who is the author of a novel, "Le Charlatan," possesses literary ability of no mean order.

ALEXANDER N. DE MENIL.

French Towns of the Illinois.—The earliest settlements in the region now embraced in the States of Illinois and Missouri were known as "the French towns of the Illinois." The most important of these early settlements were Kaskaskia, Cahokia, St. Philippe, Ste. Genevieve, La Prairie du Rocher, Nouvelle Bourbon, St. Louis, St. Charles, Portage des Sioux, New Madrid, Carondelet, Florissant, Marius des Liards, Meramec, La Petite Prairie and St. Andre. All the first settlers of these towns were French or of French extraction, and came to this region either from Canada or Louisiana.

French Village.—A village founded by French colonists in Illinois in the year 1809. It was on the road leading from St. Louis to Belleville, and ultimately became a part of East St. Louis.

French Visitors to St. Louis.—At the time of the Centennial celebration of the surrender of Lord Cornwallis to General Washington at Yorktown, France was represented in the ceremonies incident to the occasion by a distinguished delegation. This delegation afterward visited St. Louis, arriving here on Sunday morning, November 13, 1881. Among those who composed the delegation were General Boulanger, the Marquis de l'Estrade, Viscount Victor d'Ollone, Captain Henri de la Chere and others. On Monday following their arrival visitors were taken as guests of the city to Jefferson Barracks, where they were received with a salute of thirteen guns. In the evening of the same day they were given a banquet at the Southern Hotel. After visiting California these notable French visitors returned to St. Louis, and on the 12th of December, 1881, they were given a reception by Mrs. Mary F. Acaulan, which was one of the most brilliant social events in the history of the city.

Fresh Air Missions.—The idea of establishing a "Fresh Air Mission," having for its object the seeking out of the poor children of a large city, and giving them an "outing" in the country during the hot summer months, seems to have had its origin in Boston in the summer of 1867. Soon afterward the "Missouri Republican" proposed the establishment of a similar mission in St. Louis, and in pursuance of this suggestion an organization was effected to take charge of the work. The city was subdivided into districts, especial attention being given to the "downtown" tenement neighborhoods, which were care-

fully canvassed with a view to gathering together the children of the poorest and most needy people and giving them the benefit of trips to the country, which they could not hope to enjoy without the assistance of kindly-disposed and generous people of means. The earliest excursions of this character were made by river on the steamer "Great Republic," which landed the children at some attractive spot away from the noise and dirt and pestilential odors to which most of them were accustomed, giving them at the same time a breath of country air and a taste of country life. These excursions were continued year after year, and in 1885 what became known as the "orphans' excursions" were instituted. The charitably-inclined ladies of the city soon became the chief promoters of this good work, and under their auspices "fresh air" excursions have become established institutions in St. Louis.

Frendenstein, Henry, German-American pioneer, was born August 1, 1826, in the town of Merkel, Grand Duchy of Hesse-Cassel, Germany, and died in St. Louis, September 15, 1887. His parents were John Henry and Anna Freudenstein, well-to-do people, who were able to give their son a superior education. After attending a gymnasium and taking a course at an institution corresponding to the commercial colleges of this country he was apprenticed to a merchant in Cassel, under a system which required several years of service without pay before a youth was thought to be fitted to engage in the business of merchandising on his own account, or to receive a fixed salary for his work. He served six years with the firm to which he had been apprenticed, and then came to this country. He arrived in New York City in 1847 and traveled overland from there to Indiana, where he joined an elder brother, who had come to this country five years earlier. After remaining a short time with his brother, who was engaged in farming near Madison, Indiana, he went to Dayton, Ohio, where he became connected with a farmers' supply and agricultural implement establishment. Leaving Dayton at the end of a year he started to Pensacola, Florida, but while in New Orleans he was attacked by yellow fever, and at the end of a long and nearly fatal illness determined to return to the North. This determination finally brought him to St. Louis in 1850. For a time after he came here he was in the employ of the old-time spice mills, F. W. Meyer, but in 1852 he established a small grocery business of his own at the corner of Eleventh and Carr Streets. Afterward he was in business for a few years at the corner of Eleventh and Wash Streets, but finally removed to 2834 Manchester Road, where he continued a prosperous trade until his death. He was one of the earliest German-American residents of St. Louis, and by his thrift, honorable business methods and good citizenship, won golden opinions from the people of a community which at that time knew comparatively little of the German character. He died beloved by all who had been brought into intimate relations with him and esteemed by people among whom he had resided for more than a third of a century. On the 10th of September, 1852, he married Miss Mary Schmidt, of St. Charles, Missouri, whose father was a respected citizen of that city, and who had immigrated to this country from Baden as early as 1822. Mr. and Mrs. Freudenstein reared a family of seven sons and four daughters, all of whom were living in 1898, and the eldest of whom is John Freudenstein, the well known secretary of the St. Louis Mutual Fire Insurance Company. During the later years of his life Mr. Freudenstein, who had acquired an ample fortune, was interested as an investor in various enterprises and was officially identified with banking and other institutions. He affiliated with the Republican party politically, and, while he had no ambition for political preferment, he wielded a very considerable influence among his countrymen and contributed in no small degree to the success of his party on various occasions.

Freund, Siegmund E., merchant, was born April 2, 1850, in Schweirrug, Austria, and died in St. Louis December 19, 1898. His parents were Samuel and Esther Freund, and his father was a well-to-do merchant. Siegmund E. Freund was trained to mercantile pursuits as a boy, and when he came to St. Louis in 1866 his first employment was obtained here in a general store, in which he clerked until 1868. In that year he and his elder brother, Bernard Freund, started a store of their own of the same character, which was carried on under the firm name of Freund & Bro. Their place of business was at the corner of South Third and Carroll Streets, their

partnership continuing for a brief period. Siegmund E. Freund then established himself in business at 1600 South Broadway, and continued there until 1882, when he removed to and occupied the building numbered 1554 to 1560 South Broadway. At that place he did a successful business until his death. In 1896 he converted his establishment into a department store, and his business increased to such an extent that he was employing at the time of his death from eighty to one hundred salesmen and saleswomen. His store was the largest of its kind in South St. Louis, and he was an honorable as well as successful merchant. His estate amounted at the time of his death to $500,000. The store which he established on South Broadway is one of the leading mercantile emporiums of the city and a monument to his memory. He was the first to open his store in the morning and the last to leave it at night. He accumulated money by industry and economy, and invested a portion of his annual surplus earnings in real estate, aiding in the building up of South St. Louis, in which he was one of the largest property-holders. Enterprising and thoroughly identified with every worthy enterprise calculated to promote the general welfare, he was a universal favorite with the public, and had a happy faculty of retaining the friendship of his acquaintances. He contributed liberally to educational, religious and charitable objects, without regard to sect or nationality, and was universally esteemed for his sterling worth and uprightness of character. The friend of the young, he assisted many a man in getting his first start in life. He was a devoted husband and a kind father, and found his chief delight in the society of his wife and children.

He was a member of the Jewish Church and of the order of B'Nai B'Rith, of Benton Lodge No. 263 of the Ancient Order of United Workmen, and of other charitable and benevolent organizations. Benton Lodge at his death unanimously adopted resolutions of respect for Mr. Freund and sympathy for his family in their bereavement.

November 30, 1873, he married Miss Emma Pfeiffer, daughter of Jonas M. Pfeiffer, a pioneer merchant of St. Louis. The surviving members of his family are Mrs. Freund and seven children; Harry, Alfred, Eugene, Elsie, Jonas, Edwin and Irene Freund. Harry, Alfred and Eugene have succeeded their father in business, and have all well sustained the reputation of an honorable and prosperous business house.

Friday Thirteen Club.—See "Music in St. Louis."

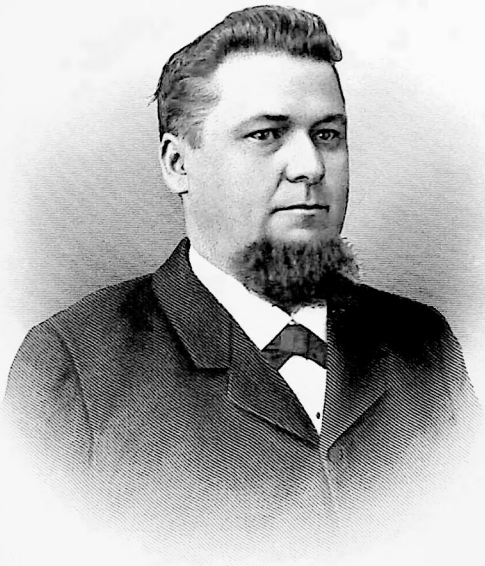
Friends of Ireland.—An association having for its object the relief of sufferers in Ireland, organized in St. Louis November 8, 1841. Its first officers were Colonel John O'Fallon, president; Luke E. Lawless and James Clemens, vice-presidents; Julius D. Johnston, corresponding secretary; John P. McNeal, recording secretary, and Edward Walsh, treasurer. This organization was conspicuous in extending relief to the destitute in Ireland in 1847.

Fries, William August, physician, was born January 12, 1861, at Mascoutah, St. Clair County, Illinois, son of John and Maria Catherine (Oberling) Fries. Both his parents were natives of Germany. The elder Fries came to the United States in 1833, landing at Baltimore, Maryland. Soon afterward he settled on a farm near Pittsburg, Pennsylvania, but after living there three years, he came West and engaged in farming near Mascoutah, Illinois. He continued his farming operations, which were attended with prosperity, until 1887, when he retired from business, and since then he has resided in Mascoutah. Dr. Fries obtained his early education in the public schools in the neighborhood of his home and completed his studies at Belleville, Illinois. In 1880 he matriculated in St. Louis Medical College, the medical department of Washington University, and in 1883 he received his doctor's degree from that institution. Immediately after his graduation from the medical college he was appointed assistant physician to the City Hospital, and filled that position for one year. Since then he has been engaged in the private practice of his profession and has achieved well-merited distinction as a successful practitioner. He is a member of the Legion of Honor, of the Ancient Order of United Workmen, the Order of Mutual Protection and the Order of Chosen Friends. October 3, 1888, he married Miss Katie Dehner, who was born at Mascoutah, Illinois, July 27, 1864, and came with her parents to St. Louis in early childhood. The father of Mrs. Fries

is Adolph Dehner, formerly president of the Dehner-Wuerpel Milling Company, and a well known retired millwright. Dr. and Mrs. Fries have one child, a son, Armand Dehner Fries.

Fritsch, Carl Rudolph, who was long prominently identified with the insurance interests of St. Louis, was born November 7, 1827, in Naumburg, Province of Silesia, Germany, and died in St. Louis March 5, 1895. His parents were Franz and Johanna (Thiel) Fritsch, both of whom lived and died in Germany. After receiving a high school education, Mr. Fritsch served a five years' apprenticeship to the business of merchandising as an employe of Kramsta & Sons, of Freiburg, Germany, owners of an establishment which was said at that time to be the largest wholesale linen house in the world. Quitting this employ in 1849, he came to the United States and established his home in St. Louis. Here he entered the employ of C. & L. Speck, wholesale dealers in notions, and was connected with this house for some time thereafter. He then became assistant secretary of the Western Mutual Fire Insurance Company, and thus began a connection with the insurance business which continued until the end of his life. In 1861, in connection with other prominent German-American citizens, he founded the Jefferson Mutual Fire Insurance Company, of which he became secretary and treasurer, official positions which he retained as long as he lived. He became thoroughly conversant with all the phases of the fire insurance business, was a recognized authority on many matters pertaining to it, and was largely instrumental in building up the business which has made the Jefferson Mutual Fire Insurance Company one of the leading corporations of its kind in the West. He was one of the projectors of what is now the Missouri Crematory, and brought to this city the first plans for the construction of a plant designed to facilitate the incineration of human bodies. For many years he was one of the most active and useful members of the German Immigration Society, with which he was officially connected as treasurer. During the Civil War he served as a member of the Second Regiment of St. Louis Home Guards, in which he held a commission as first lieutenant. At the time of his death he was a member of Frank P. Blair Post, of the Grand Army of the Republic and of the Military Order of the Loyal Legion, and was identified with other societies, social and otherwise, as a member of the Germania Club, of which he was for a time president; of the Liederkranz Society and of the St. Louis Turnverein, having been one of the founders of the organization last named. He married in 1853 Miss Marie C. Braun, whose parents were among the pioneer settlers in Franklin County, Missouri. The surviving members of his family are Mrs. Fritsch and three children, Alfred R. Fritsch, an architect, of Las Vegas, New Mexico; Felix A. Fritsch, an operator in lead and zinc mines in Missouri, and Mrs. Bertha de Cordova, of Karlsruhe, Germany.

Fritz, George J., manufacturer, was born in the Province of Baden, Germany, November 7, 1844, and died in St. Louis, August 5, 1895. The earlier years of his life were spent in the city of Baden, famous for its healing waters, which was his birthplace and from whence he came to the United States with his parents when he was six years of age. Upon arrival in this country the family came to St. Louis, and George J. Fritz grew to manhood in this city. After obtaining a good education in the public schools, he was trained to the profession of mechanical engineering and became superintendent of a foundry and machine shop when he was only seventeen years old. From that time until the year 1874 he was connected with the iron foundry and machine shop of Albert Halteman, but in that year he established a business of his own at 2008 South Third Street. At that location he began in a small way the manufacture of various kinds of machinery and other foundry products, having little more capital to begin with than skillful hands and a clever brain. By degrees the business expanded and his manufacturing plant grew until it covered nearly a block of ground and turned out a variety of products which were shipped to all parts of the United States, and also exported to Canada, Mexico, Central and South America. Among the more important of these products were steam engines, complete outfits for roller process flouring-mills, cotton-seed hullers, laundry machinery, brewers' machinery, coopers' machinery, and an infinite variety of tools, belting, and other mill supplies. As the business grew, the number of persons employed in the foundry increased, and for years prior to



Geo. J. Smith

his death Mr. Fritz was a large employer of labor. In addition to being a skillful workman and a mechanical engineer of superior ability, he was the inventor and patentee of various devices for which there was a large and constantly increasing demand, and he was, at the same time, a prosperous man of affairs and a close student of mechanical and engineering problems. His ability as a mechanical engineer was generally recognized by the public, and in recognition of his peculiar fitness for the position, he was chosen boiler inspector of St. Louis, an office which he held for one term, declining a second term offered him. He was one of the organizers of the South Side Bank, and from the time that well managed banking house opened its doors to the public until his death, he was a valuable official of the bank, serving all the time as a director, and one year as its second vice-president. At the bank he was regarded by his associates as a wise counselor, and at his death the bank officials testified in a formal way to their regard for him as a man and to his usefulness as a bank official. Another important enterprise with which he was identified as an organizer of the corporation, and later as one of its directors, was the Hammer Dry Plate Company, largely engaged in the manufacture of photographers' supplies. He was a good citizen, as well as a good business man, and had a wide circle of friends in various walks of life, being especially well known as a generous contributor to the charities of the city and a moving spirit in carrying forward the work of certain charitable associations. He was one of the organizers of the Provident Association, serving as a member of its Board of Directors, and giving to the association, at all times, the benefit of his counsel and advice, in addition to generous contributions. While he was a loyal American, he, at the same time, loved the history and traditions of the German Fatherland, and in a quiet way did much to extend the knowledge of German history, literature and art in St. Louis. The German Dramatic Association, which, for some years, occupied a prominent place in local theatrical circles, was an institution which owed its existence in part to him, he having been a charter member of the organization and for three years a member of the board of directors, charged with its management. He was a member of the Masonic order, and of the Legion of Honor. In social circles and in his own home he endeared himself to those with whom he was brought into contact by his generous impulses, his kindly sympathy and true nobility of character, and when he was called away by death, while still a comparatively young man, he was deeply mourned by all who knew him. He married, in 1872, Miss Minna Weisel, daughter of Henry and Anna Weisel, of St. Louis. The surviving members of his family are his widow and four children, Martha, now Mrs. G. A. Kalbfleisch; Emil H., George J., Jr., and Olivia Fritz.

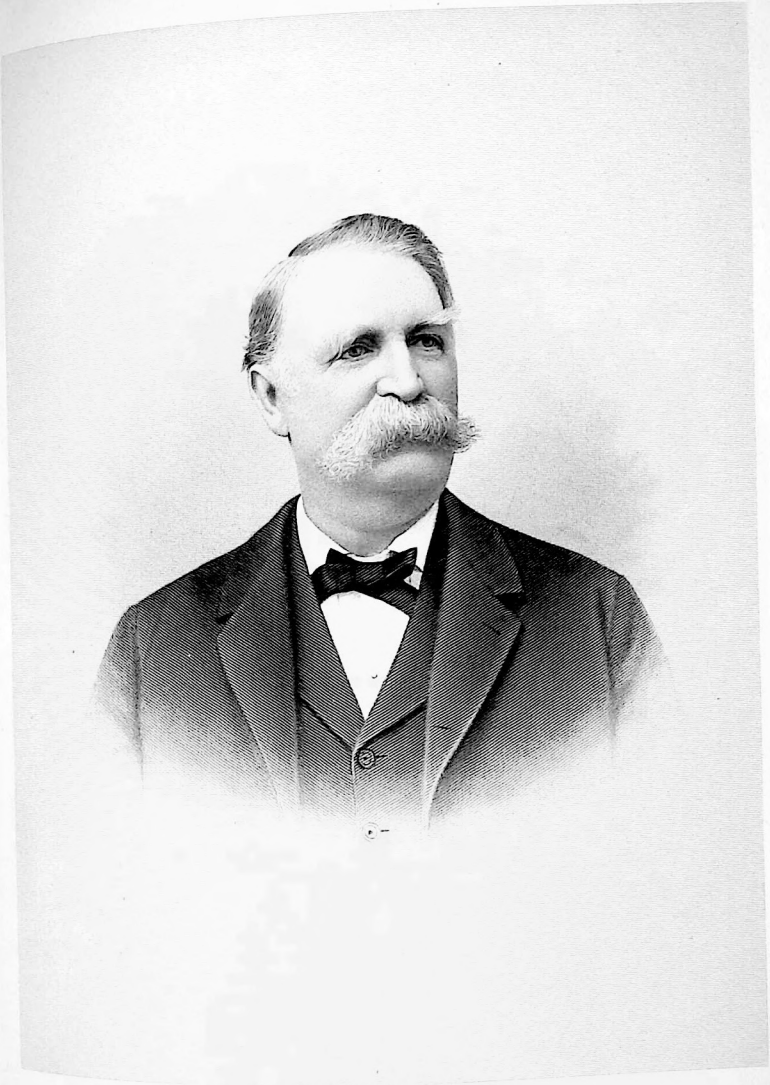
Furlong, Thomas James, architect, was born July 23, 1842, in Dublin, Ireland, and died in St. Louis March 1, 1897. His parents were Nicholas and Brigitta (Hynes) Furlong, and the name Furlong, as an Irish name, can be traced back to the days of Henry II., when Strongbow, with his hardy knights, landed on Hibernia's soil. Nicholas Furlong, the father of Thomas J. Furlong, held important government positions in Dublin, and for many years enjoyed a good income, but, having lost heavily as a result of his generosity in becoming responsible for the financial obligations of certain friends, he came to the United States, hoping to retrieve his fortune. Illness, advancing age and changed conditions of life, however, hastened his death, which occurred in St. Louis, in which city he had established his home. Of his family, two daughters, Rosetta and Esther M. Furlong, of marked beauty and accomplishments, died in youth. Two surviving daughters, now Mrs. Katherine Cooper and Mrs. Ann F. Hunt, respectively, still reside in St. Louis. Thomas J. Furlong was reared in St. Louis, received his early education in a private school, later passed through the High School, and completed his academic course of study at the St. Louis University. He then studied architecture under the preceptorship of George I. Barnett, one of the recognized leaders of his profession in the West, and after completing his studies, continued to be associated with Mr. Barnett, professionally, until 1876. During the years of his connection with Mr. Barnett, they erected the Lindell and Southern Hotels, the Equitable building, Barr's store building, and numerous other structures which have been conspicuous among the more important buildings of St. Louis. At a later date Mr. Furlong was associated with Thomas Annan as head

of the firm of Furlong & Annan. From 1878 to 1881 he was architect to the public school board of St. Louis, and in 1888 was appointed, by Mayor Francis, commissioner of public buildings. After his term as commissioner expired he designed the St. Louis High School, which was pronounced by the World's Fair Commissioners, who visited this city in 1893, "one of the best, as well as one of the most imposing, educational buildings in the world." Prince Wolhousky, on viewing it, exclaimed: "What a magnificent structure! Is it, indeed, a school building? Then it is certainly the finest temple of learning that I have ever gazed upon." This was a high tribute to the genius and artistic taste of the man who designed the building, but the feeling of the St. Louis public would doubtless be that the compliment was well deserved. In all his official and professional relations to St. Louis, Mr. Furlong showed himself the soul of honor, and his name was a synonym for integrity and conscientiousness. He was a gentleman of refinement and cultivation, who enjoyed the genuine and sincere respect and esteem of all with whom he was brought into contact. The nobility of his character and the heroic element in his nature was evidenced by the fortitude with which he bore the physical sufferings of his later life, and the losses resulting from the financial depression which prevailed during the years immediately preceding his death. He was one of the charter members of the St. Louis Chapter of the Architects' National Association, and was a member also of Alpha Council of the Legion of Honor. He married, in 1878, Miss Mary McGloin, a lady of exceptional talents and learning, who is a sister of Judge Frank McGloin, of New Orleans, Louisiana. His widow and one son, John Francis Furlong, are the surviving members of his family.

Frost.—The period of danger from frost in St. Louis has been observed as follows: Earliest first killing frost, October 3, 1885; latest first killing frost, November 20, 1879; earliest last killing frost, February 27, 1878; latest last killing frost, May 2, 1875. Average date of first killing frost, October 31st; of last killing frost, March 30th.

Frost, Richard Graham, lawyer and Congressman, was born December 29, 1851, in St. Louis, son of General Daniel M. Frost. After completing a course of study at St. John's College, of New York, he was sent abroad and finished his education at London University, England. He then studied law at St. Louis Law School, the law department of Washington University, and received his degree from that institution. Entering upon the practice of his profession in this city, he attained prominence at the bar, and also in politics, acting with the Democratic party, and attracting attention by his able championship of Democratic principles. Receiving the Democratic nomination for Congress in the Third district, he made a gallant race for member of the Forty-fifth Congress, and, afterward contested the seat of Lyne S. Metcalfe, his Republican competitor. He was renominated two years later, and elected to the Forty-sixth Congress. At the end of his first term he was re-elected and served in the Forty-seventh Congress, taking rank among the most brilliant and versatile members of that body. Since his retirement from Congress he has practiced his profession in St. Louis. A man of scholarly attainments, he has been identified with various societies for the promotion of intellectual culture, and is an easy and graceful writer, as well as an attractive and popular orator.

Fruin, Jeremiah, who has constructed a large share of the public works of St. Louis, and who has been, literally as well as in its broadest significance, one of the builders of the city, was born in the picturesque Glen of Aherlow, County Tipperary, Ireland, in the year 1831. His parents were John and Catharine (Baker) Fruin, who came to the United States when the son was two years of age, and settled in the city of Brooklyn, New York. His father was a graduate of Maynooth College, an intelligent and successful man of affairs, who was actively engaged for many years in the construction of public works in Brooklyn and elsewhere as a contractor. He died in Brooklyn in 1861, and both he and his wife, who died some six years later, are buried in Holy Cross cemetery of that city. Jeremiah Fruin was educated in the public schools of Brooklyn, and when he was sixteen years old became associated with his father in business. He remained in Brooklyn until 1860, and as a young man was an active spirit, identified with many organizations around which cluster historic associations of



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Jeremiah Fruin

more than ordinary interest. Among these was the famous "Water Witch Hose Company, No. 8," which, in the old days of the volunteer fire department, was the pride of Brooklyn. He was captain also of Company E of the Seventy-second Regiment of National Guards, of Brooklyn, and belonged to the old-time "Charter Oaks Base Ball Club," of that city. His interest in base ball was not left behind when he came West and in later years, when he was actively engaged in business for himself, he was captain of the old "Empire Ball Club," of St. Louis. Leaving Brooklyn in 1860, he first went to New Orleans, but remained there only a short time, and then came to St. Louis. This was on the eve of the War of 1861-5, and he did not become regularly engaged in business for himself until after the war closed. During the war he was connected with the Quartermaster's Department of the Union Army, and most of the time was stationed in St. Louis. When this connection ended he became engaged in the construction of sewers and grading of streets under contract with the city of St. Louis, and for thirty years he has been largely engaged in work of this character, and of a kindred nature. A large part of the contract work in connection with the building of the great system of street railways, which now traverse the city in every direction, has been done under his supervision, and, from time to time, he has furnished to the laboring classes of the city a vast amount of employment. In 1872 he formed a partnership with W. H. Swift, under which he engaged extensively in contracting, and in 1885 was organized the Fruin-Bambrick Construction Company, a corporation with W. H. Swift, president; J. Fruin, vice-president, and P. Bambrick, secretary; which, in addition to operating stone quarries in St. Louis, has engaged largely in the construction of railroads and other public works. The operations of the Fruin-Bambrick Construction Company have extended from the Indian Territory to the Atlantic Coast, and in 1897 it had contracts for building a large masonry dam at Holyoke, Massachusetts, and laying several asphaltum street pavements in the cities of New York and Brooklyn. It has engaged also in the construction of city water works in some of the larger and many of the smaller cities of the country, and the enterprise is one which has made Mr. Fruin and his associates widely known throughout the country. As a citizen of St. Louis Mr. Fruin has always taken an active interest in public affairs, and during the years of 1895 and 1896 he served as one of the police commissioners of the city. In politics he has been identified with the Democratic party, contributing to its success, and wielding an important influence in the party councils. He is a member of the Masonic order and a Knight Templar, and a member also of the Royal Arcanum. In 1856 he was married to Miss Catharine Carroll, of Brooklyn, New York, and has two children, a son and a daughter.

Fruit Trade.—The fruit trade of St. Louis, which has its seat on Broadway, is a very important feature in the city's general business. It is made up of dealings in both domestic and foreign fruits—apples, pears, peaches and grapes, and oranges, lemons, bananas and cocoanuts. And it is not that these fruits come only in sufficient quantities for the consumption of the city's population, but they come for distribution over the country wherever they are needed. Broadway, on both sides, in the neighborhood of Franklin Avenue, and for several squares above and below, is a busy place in the latter part of the summer and fall, when the bulk of the fruit crop comes in, particularly if there is a large apple crop in the West, and a short one in the East, for the Eastern people will have apples at whatever price they command. Southwest Missouri and Arkansas are prolific apple-growing regions, and it is from them that the largest proportion of the supply comes, though the central and northeastern counties of Missouri contribute largely, and so also do Southern Illinois and Nebraska. The receipts of apples in 1896 were 484,928 barrels, and the shipments were 211,599 barrels, leaving 273,329 barrels for local consumption. The shipments went to the East as far as New York, to the North as far as St. Paul and Minneapolis, and to the South as far as Galveston and New Orleans. No record of receipts and shipments of peaches is kept, but when the season is favorable the movement of this fruit is a very important feature in the trade, for it begins in June, with receipts from Texas, Arkansas and other Southern States, followed in July and August by receipts from Missouri, Illinois and California, and winding up in September, with receipts from the lake peach belt

of Michigan. Grapes, in baskets, come from Ohio, New York and Pennsylvania. The receipts in 1896 were 476 carloads, averaging 3,000 baskets to the car, or 1,142,800 baskets, received by rail, no record being made of receipts by wagons from vineyards in the vicinity. The shipments were inconsiderable, as all the grapes received are for local consumption. The trade in tropical fruits is but little inferior to that in domestic fruits. There were received in 1896 444,539 boxes of oranges and lemons, the oranges coming chiefly from Florida, with light receipts from Mexico and California; and there were received also 715 carloads of bananas, valued at $300 per carload. These fruits were mostly consumed in the city, and the shipments were inconsiderable. The annual value of the city's fruit trade may be estimated at $2,500,000.

D. M. GRISSOM.

Fry, Benjamin St. James, clergyman, was born in East Tennessee, in 1824, but early went to Cincinnati, and was educated there at Woodward College. He became a minister in the Ohio Conference of the Methodist Episcopal Church in 1847. He served three years as president of Worthington Female College, and was three years a chaplain in the Union Army. From 1865 he was in charge of the Methodist Book Depository, in St. Louis, till 1872, when he became editor of the Central Christian Advocate, of St. Louis, published under the direction of the Agents of the Western Book Concern, at Cincinnati. He continued in the editorship by quadrennial elections by the General Conference till his death, February 5, 1892, covering a period of almost twenty years. He wrote biographies of Bishops Whatcoat, McKendree and Roberts.

Fuehler, Alfred, clergyman, was born February 11, 1874, at Greiz, in Saxony, the son of Julius Fuehler, a merchant, and Marie, his wife. He was educated in the elementary schools at Lunzenau and Hilbersdorf. His mother having died in October, 1881, he, with his father and an elder brother, emigrated to America, two brothers and a sister remaining in Germany. In 1883 the father also died, and Alfred remained with relatives at Uniontown, Perry County, Missouri, where he attended the public school and the parochial school, and was confirmed April 3, 1887. After that he worked on the farm in summer, and attended the public school in winter, until in 1889 he entered the preparatory department of St. Paul's Lutheran College, at Concordia, Missouri. In the fall of 1891 he entered Concordia College, at Ft. Wayne, Indiana, and, having graduated there he studied theology from September, 1894, to June, 1897, in Concordia Seminary, of this city. On August 8, 1897, he was ordained to the ministry, and installed as assistant pastor in Trinity Lutheran Church, of St. Louis, in which capacity he is also in charge of one of the classes of the parochial school.

Fuerbringer, Ludwig Ernst, educator, was born March 29, 1864, at Frankenmuth, Saginaw County, Michigan. His parents were the Rev. Mr. Ottomar Fuerbringer, and his wife, Agnes, both of whom had before their marriage emigrated to America with the Saxon pilgrims in 1838 and 1839. The father, who had sprung from an old family of jurists at Gera, Reuss, and studied theology at Leipzig, together with other founders of the Missouri Synod, was a member of the first faculty of Concordia College, at Altenburg, Missouri, and labored in the ministry in Illinois, Wisconsin and Michigan from 1840 to 1892, serving, at the same time, for years as president of the Northern, and afterwards, the Michigan District of the Synod of Missouri. His son, Ludwig Ernst, was educated in the parochial school of his home from 1870 to 1877, and at Concordia College, of Ft. Wayne, Indiana, from 1877 to 1882. He took his course in theology at Concordia Seminary, of St. Louis, Missouri, from September, 1882, to June, 1885, and, having creditably passed his examinations, was called to the assistant pastorate of the Lutheran congregation at Frankenmuth, of which his father was the pastor. He was ordained to the ministry on July 12, 1885, and after his father's decease, followed him in the pastorate of the congregation. In June, 1893, having just started on an intended trip to Europe, he received the news of his election to the chair of theology in Concordia Seminary, of this city, and, postponing his European tour, he entered upon his professorship in 1893. Since then he has lectured on Old and New Testament Isagogics, Exegesis, Hermeneutics, Encyclopedia and Methodology. In the summer of 1895 he traveled in Germany, Switzerland and Italy. As a member of the

R. McFarlanson

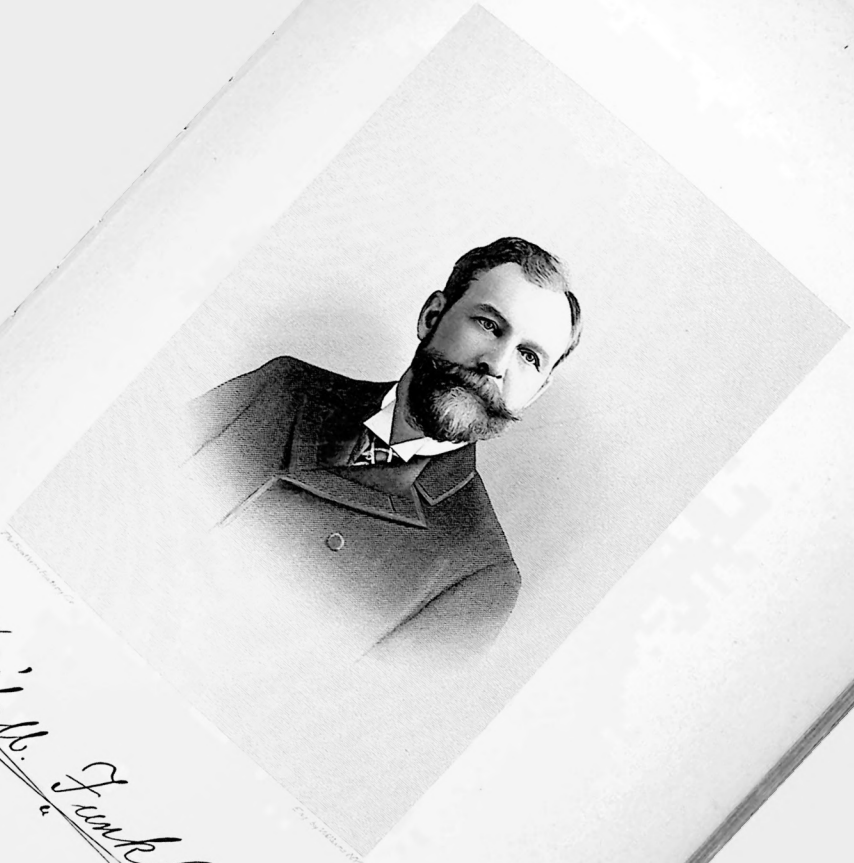
faculty he is also the associate editor of several periodicals published by the Synod. He has prepared revised editions of the Synodical Manual, and of Guenther's Populaere Symbolik, and several editions of the Statistical Annual of the Synod. He is also the librarian of the seminary. In November, 1896, he was married to Anna Zucker, a daughter of Professor Zucker, of Ft. Wayne, Indiana.

Full Gospel Mission, a non-denominational mission, established in 1895, at 1701 Lucas Avenue, St. Louis, by H. W. Peffley, a laborer in the employ of the Missouri Pacific Railway Company, and Emma R. Peffley, his wife. Feeling that they had a divine call to engage in evangelical work, they rented the three-story dwelling house at the above mentioned number, and began holding religious services there every night, making their appeals especially to the unfortunate and vicious classes. Great good resulted from their labors, and in 1898 they had founded, in all, six missions in the city, at which regular services were held during the winter months. During the summer months of 1897 and 1898 they held nightly services in a tent, which was moved from one part of the city to another as occasion required. The mission, originally established at 1701 Lucas Avenue, has become known as "The Full Gospel Christian Home," one of the features of the work carried on there being to provide a temporary home for those without means and seeking employment.

Funkhouser, Robert Monroe, merchant and banker, was born March 31, 1819, in the town of Equality, Gallatin County, Illinois, and died in New York City February 20, 1898. The earliest representatives of the family to which he belonged, in this country, were Christopher and John Funkhouser, brothers, who went from Berne, Switzerland, to Holland, in 1692, remained in Holland until 1698, and then went to England, emigrated from there to New Amsterdam, New York, in 1700, and shortly afterward settled in Virginia, one at Fredericksburg, and the other at the place known as "The Neck." A grandson of one of these brothers was Christopher Funkhouser, who was born at Fredericksburg, in 1752, and between the years 1792 and 1794 removed, with his family, to Kentucky, where he owned the two hundred acres on which was afterward laid out the village of Morgantown, named in honor of his kinsman, General Daniel Morgan, the famous leader of riflemen in the Revolution. One of the sons of Christopher Funkhouser was Robert Roland Funkhouser, who was born in Greenbrier County, Virginia, but grew up in Kentucky. About the year 1817 Robert R. Funkhouser went to Gallatin County, Illinois, and purchased what was known as the Saline Salt Works, located fourteen miles from Shawneetown, building up thereafter one of the most noted and also one of the most profitable industries operated in the West at that time. His wonderful executive ability and remarkable energy revolutionized the salt manufacturing industry of this region, and he not only accumulated a large fortune, but became known as the leading citizen of Southeastern Illinois. He served as a member of the Illinois Legislature, earnestly advocated "freeing the slaves, which had been carried into Illinois," and was influential in developing the sentiment which made that commonwealth a free State. He was the close personal friend of Ninian Edwards, whose election to the governorship of Illinois was largely due to his influence. He married Rachel Cross, eldest daughter of Zachariah Cross, who saw much service in the Revolutionary War. Zachariah Cross, a school boy when he left home, first acted as a scout for his cousin, General Francis Marion. Then he served some months in Captain William Hicks' company of North Carolina troops, commanded by Colonel Isaac Shelby and Major Anthony Bledsoe. After that he served successively in Captain Maxwell's company of North Carolina troops, Captain Wallace's company, and Captain Hubbard's company. He was, a portion of the time, in General Nathaniel Greene's command, and his services covered North Carolina, South Carolina, Tennessee, Georgia and Alabama. After the war he removed to Logan County, Kentucky, where he lived for forty years thereafter. There his daughter Rachel married Robert Roland Funkhouser, and Robert Monroe Funkhouser was one of the children born of this marriage. Robert M. Funkhouser grew up in Illinois, inheriting a large share of his father's genius for the conduct of affairs, and receiving an education in keeping with his station in life. His father died in 1832, and soon afterward

the son removed to Hannibal, Missouri. He remained there until 1840, when he came to St. Louis, where he embarked in merchandising, and for twenty-five years thereafter was known as one of the most enterprising and progressive merchants of the city, and head of one of the largest mercantile establishments in the West. At the beginning of the year 1855 the public mind was much disquieted in St. Louis, as a result of the financial depression which prevailed throughout the country, by the fear that the banks of the city might not be able to meet their obligations. In this emergency the house of R. M. Funkhouser & Co. was one of the twenty-three firms and individuals who personally guaranteed the responsibility of the banks, re-establishing confidence and preventing general financial disasters. As a business man Mr. Funkhouser had few equals, and he was called upon to fill many positions of trust and responsibility. In 1856 the Southern Bank obtained a charter from the General Assembly of Missouri, with a paid-up capital of one million dollars. Mr. Funkhouser was very prominent in organizing the bank, and was a member of its first board of directors, holding that position for many years thereafter. He was also a director of the Millers' and Manufacturers' Insurance Company. In 1858 he was elected vice-president of the Merchants' Exchange, and in 1859 was elected president of that body. He was also vice-president of the Building and Savings Association, and the first vice-president of the Bank of Commerce. In 1858 he built a splendid mansion, at the northwest corner of Pine and Beaumont Streets, the house and grounds covering a half-block of ground. For many years this was known as the finest residence in St. Louis, and even at the present time there are few which surpass it in architectural beauty and elaborate ornamentation. The wood work and decorations were considered, at the time of its building, a marvel of elegance. Its parlor mantels were made to order in Rome, and were of most exquisite design and workmanship. Owing to his State rights sentiments his property was confiscated, and he was incarcerated in Gratiot Street Prison, while the Civil War was in progress. During the years 1865 and 1866 Mr. Funkhouser was the partner of Henry Ames in the purchase of cotton, and in 1867 and 1868 he and Cyrus H. McCormick, the famous inventor of the mowing machine, were interested together in gold mines in North Carolina. During the years 1869 and 1870 he was a partner of Daniel D. Page, and they were the owners of two large vessels plying between Santo Domingo and the city of New York. He was sole owner, also, of the Monegaw Springs, of St. Clair County, Missouri. Although a very busy man all his life, he did not neglect the cultivation of literary pursuits, which, had he followed, would have made him distinguished. He possessed at one time one of the best private libraries in the West. He was a universal reader, and indulged at times in putting his thoughts on paper. He left for his family some very interesting memoirs, which are to them of priceless value. Mr. Funkhouser married, at Hannibal, Missouri, in 1847, Miss Sarah Johnson Selmes, who was born in New York City in 1832, daughter of Tilden Russell Selmes and Mary Dobbs (Reeves) Selmes. There were born of this union the following named children: Tilden Selmes Funkhouser, born in Hannibal, Missouri, February 10, 1848; died January 25, 1884; Robert Monroe Funkhouser, born in St. Louis, December 10, 1850; Millard Fillmore Funkhouser, born in St. Louis, June 23, 1856; Leonidas P. Funkhouser, born in St. Louis, December 13, 1860; and Metellus L. C. Funkhouser, born in St. Louis, January 17, 1864. The four sons last named are living, and all are members of the Society of Sons of the American Revolution.

Funkhouser, Robert M., physician, was born December 10, 1850, in St. Louis, son of Robert M. and Sarah Johnson Funkhouser, his father having been the well known St. Louis merchant and banker mentioned in the preceding sketch. In this sketch extended mention has also been made of the family history and of various ancestors of Dr. Funkhouser, who achieved distinction in their day. It should be stated further in this connection that Dr. Funkhouser is a descendant in the maternal line of the Spencer and Russell families of England, his mother having been Sarah Johnson (Selmes) Funkhouser, a daughter of Colonel Tilden Russell Selmes, who served in the Civil War. His great-grandfather, on his mother's maternal side; was John Ennis, who served in the New Jersey troops during the Revolutionary War. Reared in St. Louis, Dr. Funkhouser received his early educational training in private schools of this



Robert M. Funkhouser.

city, and under the tutorage of the late Bishop Dunlap. Later he was graduated from the University of Virginia, and in 1871 from Dartmouth College, of Hanover, New Hampshire. Soon after his graduation from Dartmouth he began the study of both law and medicine, and in 1873 was graduated from the Columbia Law School, of New York, with the degree of bachelor of laws. Subsequently he was admitted to the bar in New York State, and also in St. Louis. Continuing the study of medicine, he received his doctor's degree from the Medical Department of the University of New York in 1874. Preferring medicine to the law, he entered upon the practice of his chosen profession in New York, but at the end of a year returned to St. Louis. Here he at once became identified with medical educational work, and at the same time began building up a practice which has since grown to large proportions. Beginning with 1875, he served three years as assistant demonstrator of anatomy in Missouri Medical College, and in 1876 helped to found Beaumont Medical College, of St. Louis. Thereafter he filled the chair of clinical surgery in the last named institution until 1891, and both in this educational field and in the field of operative surgery he has acquired well merited distinction. He has been consulting physician to the city and female hospitals and has given freely of his time and professional labor in aid of numerous charitable and beneficial institutions. Progressiveness has been one of his dominant characteristics throughout his professional career, and he has kept in touch with the best minds of his profession through close observation of the results of medical and scientific investigation and attendance at the meetings of leading medical societies. He is a member of the American Medical Association, the Missouri State Medical Society, and the Medico-Chirurgical Society of St. Louis, in all of which associations of physicians and surgeons he is an active and influential worker. He is also identified with various other associations and societies, scientific and otherwise, among which are the Masonic order, the Legion of Honor, the Royal League, and the Society of the Sons of the Revolution. He has made original researches in physiology, psychology and surgery, and has contributed to medical literature various papers on topics coming within the field of his observations. In later years his practice has been confined principally to surgery and gynaecology, and in these fields of professional labor he is one of the most prominent of Western physicians. Dr. Funkhouser has been twice married; first, to Miss Virginia C. Cantrell, and after her death, to Miss Alice M. Cantrell, both daughters of Dr. A. M. Cantrell, of Virginia, and great-granddaughters of Leonard Daniel, of Cumberland County, Virginia, who entered the Revolutionary Army at the age of seventeen years, and was stationed first at Norfolk and later at Yorktown, witnessing the surrender of Lord Cornwallis. The father of Leonard Daniel, William Daniel, who was one of the early colonists of Cumberland County, served in the Colonial Army throughout the entire period of the Revolutionary War. Dr. Funkhouser has two sons, Robert and Selmes Paul Funkhouser.

Funny Fellows, a mystic society organized in 1894 to participate in the autumnal festivities, for which St. Louis has become famous. Parades were given under the auspices of this society on the Saturdays preceding the opening of the St. Louis Fair, in 1894, 1895 and 1896. The arrival of the mystic crew was heralded some days in advance, in each instance by a proclamation from "King Hotu," in which mysterious allusions were made to their landing and forthcoming parade. The parade was headed by men on horseback, in fantastic costumes, and these were followed in turn by comical and mirth-provoking floats. The Society of Funny Fellows numbered about four hundred members, and their parades attracted many visitors to St. Louis, and were among the most pleasing entertainments which have been provided for the people in connection with the fall festivities. No parade was given in 1897, but the society is still in existence, and the followers of "King Hotu" will respond to the command of their ruler when occasion requires.

Furniture Board of Trade, St. Louis.—An organization which had its beginning in a meeting held October 26, 1879, which chose Daniel Aude, president; D. S. Horne, vice-president, and J. H. Koppelman, treasurer. After a few years the interest of its members declined, and the attendance of the meetings fell off until they were abandoned. This condition of things continued until the year 1888, when the growing importance of

the furniture interest called for an active and compact organization of the manufacturers and dealers for the protection and advancement of it. On the 18th of August of that year a meeting was held at which the board was reorganized, with J. G. Smith for president; J. H. Conrades, for vice-president; Jas. A. Reardon for secretary; H. S. Tuttle for manager; and Gustave Wolff for treasurer. In 1893, it was incorporated, its objects, as stated in its constitution, being "to promote a feeling of confidence and good will among those engaged in the furniture and kindred industries of the city of St. Louis; to exchange information by means of lectures, discussions, reading of prepared papers, and demonstrations; to advance science and skill in the industrial arts, and generally for the intellectual advancement of its members." At the first meeting held after the incorporation, at which the constitution and by-laws were adopted, Edwin H. Conrades was chosen president; L. G. Kregel, first vice-president; N. H. Foster, second vice-president; George T. Parker, secretary, and F. D. Gardner, treasurer. Monthly meetings are held at the hall of the board, and its rooms are open every day to its members.

Furniture Trade.— For many years after St. Louis reached a population of one hundred thousand it was content to send to other cities for its supplies of furniture, both for its own use and for the use of the cities and towns in the West and South that looked to it for supplies of other things; and even down to 1870, when its population exceeded three hundred thousand, its furniture industry was so small as not to be thought worthy of mention in the list of its leading manufactures. But after 1870 the interest began to exhibit unusual vigor, and in 1880 the United States census showed fifty-four establishments devoted to furniture manufacture and repairing, with $920,700 capital, employing 1,044 hands, paying out $512,000 in wages, and turning out a product valued at $1,979,683 a year. Ten years later these figures were increased to 121 as the number of establishments, $4,100,000 as the amount of capital invested; 2,800 as the number of employes; $1,617,000 as the amount of wages paid out, and $4,658,000 as the value of the annual product. The business continued to flourish and in 1897 the product of the factories was valued at $5,000,000. In addition to this, about $100,000 worth of furniture is received from other cities. St. Louis furniture goes chiefly to the West and South, though an increasing quantity goes to States east of the Mississippi and north of the Ohio Rivers, and it is finding its way to Mexico and Central America. The vigor and importance of the interest may be inferred, when it is stated that it supports a special weekly paper and maintains a Furniture Board of Trade, which is one of the most active business organizations in the city.

Fur Trade.—The fur trade, which had so much to do with the early history of St. Louis, may be said to have begun with the very beginning of the city itself, and had there been no fur trade and no material for such a business, there would have been no St. Louis, probably, for half a century after the post was established. Kentucky and Tennessee, the two oldest States west of the Alleghanies, were settled by explorers and hunters from Virginia and the Carolinas in search of adventure, who were attracted by the abundant game that roamed at will in their boundless forests, and, perhaps, by the danger they would encounter, in hunting, from the Indians who claimed the game and the hunting-grounds along with it as their own, by ancient right. It was natural enough, after the close of the Revolutionary War, that thousands of officers and soldiers who had served in the Continental Army, and lost everything they possessed, should come over the Alleghanies, or down the Ohio, Cumberland and Tennessee, to Lexington, Louisville and Nashville, to find, in the glowing future of the new settlements the means of repairing their broken fortunes, and of becoming eminent in the States of which these settlements were the beginnings. And had the mouth of the Ohio been only twenty, instead of two hundred, miles from the mouth of the Missouri, it is altogether probable that the hunters from Virginia and Kentucky might have penetrated the region known as Upper Louisiana in time to have been numbered among the earliest settlers at St. Louis. The two hundred miles of travel up the Mississippi, however, constituted a barrier, which, for many years, separated the settlements of Kentucky from the settlements which had been made almost simultaneously in the region now embraced in Missouri, and hence these settlements became as radically different in character as the sources from whence

they sprung. The founders of St. Louis were Frenchmen, all the way from New Orleans, who came, not to fight the Indians and drive them off their ancestral hunting-grounds, but to buy from them the furs and skins taken from the animals they had killed. The early Kentuckians regarded the Indian as their natural born enemy, always to be approached, even when showing signs of friendship and peace, with a cocked rifle; but the French pioneers in the West had the habit of making friends of the Indians, and inviting their confidence, and this policy saved them from no little trouble. It saved them from massacring the savages, and being massacred by them. And so, while all the settlements in Kentucky were stockade forts, constantly exposed to attack, and at times surrounded by hostile savages, the open, unprotected post of St. Louis escaped this peril; it was never attacked by Indians, and, with the exception of the trivial affair of 1780, in which six persons were killed, in the vicinity of the post, by a wandering band of savages, it was exempted from these troubles.

The fur traders who founded St. Louis were not less daring than the hunters and pioneers who settled Kentucky. New Orleans and St. Louis were separated by twelve hundred miles of river flowing through an almost unbroken wilderness; and it was a high spirit of enterprise which prompted Laclede and the Chouteaus to leave their Southern city, where comfort, good society and the protection of a garrison were assured, and intercourse with France was one of the privileges to be enjoyed, and trust themselves to the risk, dangers and privations of a wilderness life in the midst of savages. The first step in the business was taken when, in 1762, the firm of Maxent, Laclede & Co., of New Orleans, secured from the Governor of Louisiana the exclusive privilege of trading with the Indians in that domain. A right royal hunting and trading ground it was, with a river front from the mouth of the Mississippi to its source, and a back extension as far as the Pacific Ocean, and abounding in the noblest game. This Laclede was the man, sometimes called Liguest, whose name is honored in St. Louis and Missouri to this day, and doubtless will be so long as St. Louis stands. The two Chouteaus, Auguste and Pierre, boys at the time, but revealing already the high qualities which afterward distinguished them as merchants, explorers, citizens and patriots, were associated with him; and when Laclede died in 1778 the enterprise fell into their hands, and they became the organizers, if not the founders, of the trade. The trading business did not amount to much at first, for the little settlement at St. Louis had all it could do to provide itself with a living; but in supplying themselves with meat from the game in the immediate vicinity, and drying the skins taken from this game, and trapping beaver along the adjacent streams to which the names of Des Peres and Meramec were afterward given, the settlers mastered the rudiments of the fur trade. The hunting and trapping gradually extended into the interior, and the Osage Indians, who were the nearest neighbors to the settlers, were easily induced by the gift of beads and trinkets to contribute to the success of the enterprise by hunting animals for their skins, which, when brought in to the post, always commanded what the Indians considered a good price in beads, colored cloth, red paint, and powder and lead. The Osages were friendly Indians and good customers, and the post traders maintained relations with them that were mutually satisfactory for half a century. In 1810 the trade with the Osages was estimated to be worth $30,000 a year. The trading post began to have a name, not only in New Orleans, but also in Montreal, to which place its fur packs were sometimes sent for sale, and the French Canadians, who had been in the service of the great Northwest Fur Company, began to straggle in to take their chances with the settlement. Occasionally a buckskin Kentucky hunter, with his rifle on his shoulder, would arrive on his way to the inviting hunting grounds, whose fame had reached the land of Daniel Boone, for Boone himself, repelled by the thickening settlements and the growing scarcity of game in that State, had come to Missouri in 1804 and established himself near the Missouri River, about twenty miles from where St. Charles now stands. This prince of pioneers was both hunter and trapper, and the vocation maintained its fascination for him to the last, for in 1810, when Wilson P. Hunt's mismanaged and ill-fated expedition to the Pacific, reached Boone's place, the white-haired veteran, eighty-five years old, came to the bank of the river to greet them, having just returned from a trapping excursion into the headwaters of the Gasconade with a pack of sixty beaver skins, worth $300, to show for

his work. And Boone was type of a class of men, now passed away, who took their character from the silent and solemn scenes in which they spent their lives.

The vast solitudes of the plains that stretched for a thousand miles from the Mississippi River to the Rocky Mountains, and that brooded among and over the mountains themselves, had an irresistible attraction for those adventurers who always hang on the verge of the constantly advancing civilization, and were ever ready for any enterprise that promised a temporary profit, particularly if the profit was to be sought through hardships, exposure and danger to life. There was a mighty and solemn mystery ever resting on both plain and mountain; but even this possessed its own attractions for those intense, self-reliant and enthusiastic souls who were ill at ease in the thronging movements of civilization, and serene and satisfied only when canopied by the vast horizon of the plains, or with their trusty and ever ready rifle on their shoulders, warily visiting their traps in mountain canyons. The expeditions of fur traders and explorers frequently crossed the tracks of these hermit hunters and trappers, for hunting and trapping usually went together; both required the same quick eye, and the silent, patient hunter, who knew how to humor the timid antelope and, at the right moment, touch the trigger and bring down the coveted game at the distance of two hundred yards, was no less successful in following the shy and timid beaver to its hiding places on out-of-the-way streams. Everything that he could bring down with a shot, or capture with a trap, was game for these hermits of plain and mountain—elk, deer, wolf, fox, beaver, antelope, black, cinnamon and grizzly bear, and lordly buffalo; and the hut in some lonely spot in a wild, savage canyon, with a mountain stream near by, could always be counted on to yield a package of rich furs and skins at the gathering-up time. It might be supposed that these hermit trappers and hunters would be exposed to dangers from Indians, but these risks were not great. Sometimes the hunter would disappear, his hut would be found ravaged and empty, and he would never be heard from again, but he usually made friends with the Indians, and as there was no reason why they should fear him or seek to kill him, they rewarded the confidence which prompted him to commit himself to their mercy by leaving him in safety. Sometimes he would visit their villages and learn their language; not infrequently he would have an Indian wife—and this made him valuable as an interpreter, guide and go-between to the trading and exploring expeditions that were continually going out from St. Louis. Frequently, on his lonely wanderings, he would encounter another solitary hunter engaged in the same business, and then, if their tastes were congenial, it was an easy thing for them to become partners and join their fortunes—for two men can hunt and trap together with greater ease and convenience than when separate. Sometimes also a third wanderer would be taken in, and so these little knots of trappers and hunters increased, to the great advantage of the fur companies, for all these persons who followed hunting and trapping came to be recognized as belonging to the establishment of the company within whose range their huts were located. The solitary hunters dwelling here and there at the foot of the mountains, or up in the gorges, or on the tributary streams of the upper Missouri, were generally known to the leaders of the expeditions, for they were accustomed to visit the trading forts once a year to bring in their furs, and they could be relied upon to accompany the expeditions in any capacity when called upon. They were well paid for these occasional services, and when they came down to St. Louis—as they sometimes did, to take a look at civilization—they were sure of a cordial reception and hospitable treatment from the opulent and liberal patrons, who knew their value in the trade and spared no pains or expense to retain their friendship.

For forty years after the founding of the post of St. Louis the trade with the Indians and the adjacent settlers and hunters was carried on as an individual business, the Chouteaus and Gratiots and their relatives enjoying the chief share of it, and growing prosperous on it. But after a time the necessity for a uniting of strength and efforts became apparent, and in 1794 the Missouri Trading Company was formed by the union of all engaged in the business, the Chouteaus and Manuel Lisa being the chief partners. This arrangement continued until 1808, when Pierre Chouteau and Manuel Lisa organized the Missouri Fur Company, with a capital of $50,000, with General William Clark and other leading citizens as co-stockholders, and

the business was conducted over a wider field, with increased vigor and with organized efforts. No operations were had east of the Mississippi River, but the new company went as far south as the Arkansas River, as far west as the Rocky Mountains, and as far north as the limits of the domain claimed by the great Northwest Company, of Montreal, and of the older and greater Hudson Bay Company, for both these powerful organizations were already in the field and attempting to annex the Missouri River region and even the great plains to the domains claimed and occupied by them. And it is probable that, but for the Lewis and Clark expedition in 1804, followed by the active operations of the Missouri Fur Company, of St. Louis, four years later, the trade of the vast country around the headwaters of the Missouri would have been lost to us, and its profits gone to enrich the nabobs of Montreal and London. Indeed, it may be asserted that the enterprise and daring of the St. Louis traders contributed not a little to the preventing of this domain from falling into the hands of the British government, as the limits between the United States and the British possessions in the Northwest were vague and uncertain, and both the Hudson Bay Company and the Northwest Company, of Montreal, were showing a disposition to claim a monopoly of trade in districts in that quarter by setting up the British flag and claiming the ground as British territory. The Hudson Bay Company had already pushed its operations into the country now known as Utah, without encountering the flag or any other symbol of authority of the United States, and it is not improbable that if this occupation had remained undisputed for a few years longer it would have matured into a claim to be enforced with arms. But the expedition of Lewis and Clark was a bold and significant proclamation in the face of the whole world that all the country west of the Mississippi River to the Pacific Coast, and including the entire Columbia River region belonged to this country, and when the Chouteaus and Lisa sent their officers and agents and employes, and shortly afterward followed themselves, into the upper Missouri region—and when John Jacob Astor, of New York, some years later established Astoria, at the mouth of the Columbia River, the great Northwest became ours in fact, as it had been already by right.

The extended operations of the St. Louis traders under the new organization were very profitable. The trade had been profitable from the start. During the last twenty-five years of French ownership of Louisiana, including the post of St. Louis, its annual value was estimated at over $200,000. The annual pack of beaver skins alone was worth $66,000; deer, $63,000; otter, $37,000; bear, $14,000; fox, raccoon, and wildcat, $12,000; buffalo, $4,000; lynx, $1,500. The more vigorous and extended operations of the Missouri Fur Company increased the income at times to $300,000 a year, and it may be easily imagined that the trading post of St. Louis, now grown into a considerable town, was fast becoming a center of wealth, with a name and reputation in the world. Its fur traders were still called traders, but they were known as merchants of the highest honor and credit, not only in New Orleans, Philadelphia, New York and Montreal, with each of which places they had business relations, but in London and Paris also, where, it was said, their names were better known than in the American cities. Hospitality was about the only means of generously exhibiting wealth in the St. Louis of that day, and their open-door hospitality was lavish and lordly, for there was a force of two hundred and fifty men, besides an unknown number of Indians, engaged in their service, and all the wild animals between the Mississippi River and the Rocky Mountains might be laid under tribute to their coffers. Under such conditions, failure was impossible, and their wealth continued to increase from year to year, notwithstanding their constant entertainment of well-bred strangers coming to St. Louis with letters of introduction, and their habit of extending generous assistance to those who were or had been in their service.

The St. Louis traders operated under the Missouri Fur Company with success until, in pushing their field of operations westwardly, they met the trade of John Jacob Astor, which, starting from Astoria, located about seventy-five miles northwest of the present city of Portland, Oregon, was pushing to the east, when a combination of interests was effected and the St. Louis traders united with Astor in the American Fur Company. Astor withdrew some time after 1830, and the American Fur Company fell to Pierre Chouteau, Jr., who conducted its operations over the whole field in the West south of the domain of the

Hudson Bay Company, until the exhaustion of the supply of choice furs led to the abandonment of the trade after the year 1860. It was the habit to send out regular expeditions once a year, with Indian goods to be exchanged for furs and skins, the convoys to return with the packs gathered at the trading forts. There came to be five of the forts: Sarpy, Benton, Union, Pierre and Berthold, on the headwaters and affluents of the Missouri. They were not built and maintained so much for purposes of offense and defense against the Indians, as converging points for trade and shelter for goods and furs, and meeting places for pow-wows with the tribes—for the St. Louis traders never allowed themselves or their agents to fall into strife with the Indians, if they could avoid it. They were careful to conciliate them by keeping all engagements and dealing with exemplary fairness with them. This policy, as wise as it was humane, secured the confidence of the various tribes and made it possible for the agents to dwell in saiety in the Indian country. Only once in the whole course of the St. Louis fur traders' seventy odd years' dealing with the Indians was one of their posts attacked—in 1810, when Mr. Henry was compelled by the treacherous Blackfeet tribe to abandon his fort on the upper Missouri and, with his party, flee for saiety across the mountains to the Pacific. The St. Louis traders enjoyed one great advantage over the Northwest Company, of Canada, and the Hudson Bay Company—a waterway to their hunting and trapping domain on the upper Missouri, and also to New Orleans, to which place their fur packs were at first sent for shipment to Europe—and this was no small consideration, for, even in those days, when there were no steamboats, water carriage was easier and safer than land carriage. In bringing in the annual pack of furs, they had the current of the river to bear them; their flotillas of barges and canoes laden with a pack worth $300,000, launched on the Yellowstone, near the Rocky Mountains, would arrive at St. Louis in forty days, without the labor of rowing, and by traveling in daylight alone, as it was the habit to lay by at night. The up-stream voyage of the same flotillas, laden with a return cargo of Indian goods, was much more difficult, tedious and protracted, for it meant incessant rowing, poling and cordelling against a current which, even close to the shore, was three to five miles an hour, and through frequent eddies, which threatened to swamp the boats. There was something like romance in the fur trade, and the uncertainties, the mysteries, the perils and the adventures with which it abounded gave a charm to the business that was irresistible to all engaged in it. But this romance and charm did not attach to the up-stream trip of the flotilla; that was hard, laborious, struggling against an uncertain and treacherous current, diversified at times by disasters and losses that would happen, notwithstanding the constant vigilance and precaution taken to avoid them. But even with these obstacles to contend with, a water trip at the rate of fifteen to thirty miles a day for two thousand miles into the Indian country where the goods were to be delivered, was preferable to a land journey, and our traders were considered fortunate in having a great river running all the way from their hunting and trapping grounds to their warehouses in St. Louis. The vessels used in the trade were of various kinds—keel-boats, or barges, carrying thirty to forty tons; flat-bottom boats, forty to sixty feet long, with low sides, of eight to ten tons capacity; and Indian birch-bark canoes, thirty feet long, four feet wide in the middle, and two to two and a half feet deep. The size of the crew was measured by the capacity of the craft, one man to 3,000 pounds capacity. An expert man at the bow of a boat, and another at the stern to foresee dangers and difficulties and avoid them, with four to eight rowers, would constitute a crew. It was the custom to have two or more expert hunters along to secure the game for their subsistence, and, in addition and over all, there was generally one, and sometimes two, partners or members or agents of the company, who had command of everything—for the great chiefs at St. Louis, not less than their employes, were enamored of the business, and were glad of an excuse to accompany the expeditions. Besides, they recognized the necessity of keeping on good terms with the Indian tribes by visiting them occasionally and distributing to the chiefs tokens of their grace and friendship. Altogether, then, it can be easily imagined that a fur trade expedition, starting out from St. Louis, was a very imposing affair, consisting of three or four vessels, one of them carrying a mounted swivel, to be used in case of necessity, and twenty to forty well armed and daring men

who, without courting danger, never shrunk from meeting it. The St. Louis of those days was not accustomed to pageants and parades, as it has since become, and the whole population, with the hunger for sights and scenes that characterizes backwoods people, would swarm down to the river's edge to see the fleet depart, and watch it with straining eyes till it rounded the point above and was out of sight. And when, after four or five months' absence, it was announced that the boats had passed St. Charles on their way back, the same population would swarm down to the river again to welcome the wanderers home. The return of expeditions sent out to the trading-posts and the arrival of a gathering of furs were always events in St. Louis. The bringing in of the furs meant business, and prosperous business at that, for the arrivals were worth all the way from $200,000 to $300,000, and with the returned expeditions and the parties bringing in the furs always came a retinue of Indians, half-breeds, coureurs and voyageurs, and sometimes hunters and trappers, all eager for the scenes and sounds of civilization. These were always well treated by the citizens who knew their value as contributors to the trade on which the post was thriving, and were the recipients of marked favor and hospitality from the great French houses that controlled the trade, and whose adherents they were. To tell the truth, these mixed throngs of plainsmen and mountain men who swarmed in upon the trading post with the return of the expeditions, and not infrequently just before the starting out of the expeditions, were not backward either in making themselves adherents and servitors of the great trading houses, nor in claiming all the privileges that might be assumed to belong to the character. They recognized the Chouteaus, Gratiots, Lisa, Sarpy, the Bertholds, the Cabannes and Pratte as lords of the manor, and themselves as part of a manorial establishment which took in everything from the Mississippi River to the Rockies; and when, during their sometimes protracted visit to St. Louis, they found their scanty exchequer exhausted, they betrayed no diffidence in calling on their patrons for what they needed. And their patrons, who were the most liberal of men, always responded promptly and graciously to these appeals to the manorial dignity and generosity, and took care of the needy adherent until a place could be provided for him in the next expedition. The spacious grounds that surrounded the Chouteau residences were the favorite meeting places for hunters, trappers and wood rangers, and an old writer relates that he had seen as many as a hundred at a time—white men, Indians and half-breeds—assembled there. The keel-boats, barges and canoes continued in the service of the trade, together with the motley parties of rowers, hunters, voyageurs and wood rangers who were accustomed to make up the expeditions, until the year 1832, when, for the first time, a steamboat was sent up to the forts on the Upper Missouri. That modern event changed one phase of the trade entirely; the expeditions came to an end, and the hunters, coureurs, voyageurs, rowers, cordellers and hangers-on disappeared with them, for their occupation was gone. A small steamboat going up with a cargo of Indian goods to the forts and returning with the fur packs once a year, did the whole work in one-fourth the time and at one-fourth the cost. St. Louis, too, had become changed. The trading post had grown into a town, and the town into a city, which no longer needed to be entertained and interested by the departure and arrival of three or four keel-boats and canoes carrying thirty or forty persons. The original traders were becoming old and were beginning to drop off, leaving behind them many descendants—worthy sons of noble sires—who were at the head of many of the commercial and industrial enterprises of the prosperous and ambitious city. The fur trade continued, however, under the changed conditions long after 1832. The American Fur Company maintained its forts, or enough of them to do the business, on the Upper Missouri until thirty years later, sending up an annual supply of goods for the trade and bringing in the annual pack of furs by the steamboats which sometimes were owned and sometimes chartered.

The St. Louis partner who, perhaps, excelled all others in love of adventure and was often in command of the expeditions, was Manuel Lisa. He was a man of great courage, daring and enterprise, and, withal, restless. The tameness of life in the trading town grew irksome to him at times, and he was accustomed to seek relief in visits to the great Northwest, where dangers and hardships were to be encountered and triumphs and suc-

cesses to be won. He was fond of accompanying the expeditions, no matter where they were intended to go, nor what they were expected to do—and he was prompt and ready to meet his full share of dangers and bear his full share of toil and privations. He shared with the Chouteaus, Gratiots, and other sagacious leaders in the business, their appreciation of the friendship of the Indian tribes whom he and the employes of the company had to encounter, and through whose country he had frequent occasions to pass. Not only did the good will of the tribes, carefully cultivated by formal and solemn pow-wows and smoking of the pipe of peace, and the liberal distribution, at times, of colored beads, red cloth, knives and hatchets, secure partial exemption from hostilities which would have destroyed the whole business, but they were induced to save their peltries and skins and bring them to the forts for barter. Lisa was so judicious in cultivating their good will that he became very popular with the tribes, and they always gave him a cordial welcome when he came amongst them. It was through his efforts that several trading posts had been established in 1808, one of which, at the forks of the Missouri River, under Mr. Henry, was attacked and broken up by the Blackfeet in 1809, and Mr. Henry and his party compelled to seek safety in flight.

The Missouri Fur Company had two hundred and fifty men, hunters, trappers, Creoles and Canadian voyageurs in its service, not to mention the Indians also, who, after a little instruction, contributed to swell the company's annual pack. The Indians were good hunters from the beginning, but they knew nothing and cared nothing about taking beaver, and that shy animal built his dams and plied his vocation undisturbed in the immediate vicinity of the Indian villages until they were made to know the value of its fur. Then they became trappers as well as hunters, and made themselves valuable auxiliaries to the traders.

The fur and peltry currency in St. Louis, and, indeed, in the whole West—in transactions between St. Louis and New Orleans, Louisville and Pittsburg—was a necessity of the times, for money was scarce and inadequate to the needs of business. There were some Spanish dollars in circulation, but so few of them that they were cut into quarters to meet the demand for small change. Furs and skins commanded a ready sale and a high value in the distant markets of Philadelphia, New York and Montreal, and a still higher value in Europe; and they possessed the quality of being easily transferred and of containing great value in a small compass. In 1807 Judge J. B. C. Lucas bought a house from Pierre Duquochette for $600, payable in furs and peltries. Under the old French regime, and for a long time after, shaved deerskins were rated at one livre—eighteen cents—a pound, and the beaver, otter and other choice furs were estimated in multiples of this unit. A pack of "receiptable deer skins" was one hundred pounds. A coon skin, thrown on the counter of a store, would always command its fixed value in any goods in the store, and a bundle of coon skins, counted or weighed, might be presented in payment for any commodity or service. No one ever thought of challenging the integrity or dignity of this currency, taken from the carcasses of animals, any more than he would now think of disputing the integrity or dignity of gold and silver. When the fur trade was good—and there was no other trade—times were good, and the whole population of St. Louis shared in the prosperity. Plenty of furs and peltries meant plenty of currency, and this, in turn, meant increased imports of necessaries and comforts up the Mississippi from New Orleans, or down the Ohio from Philadelphia and Pittsburg. Furs and skins had as steady and unvarying a value as gold and silver. Beaver was always $5 a skin; otter, $5; buffalo, $8; grizzly bear, $10; black bear, $4; lynx, $2; fox, $1; raccoon, 40 cents, and mink 40 cents. The Indian goods sold to the savages for their furs were cheap cloth, high colored red being the favorite, beads and trinkets, guns, powder and lead—and when a lot of these was disposed of, and choice beaver, otter and lynx furs, or deer skins, bear skins and buffalo robes received in return, there was a profit equal to double, treble, or quadruple the value of the investment—or, to put the matter in a different form, the capital invested was turned over once a year, yielding a return of one hundred to five hundred per cent. The value of the trade varied with the tribes dealt with. That with the Osages, who were the nearest tribe, and who may be presumed to have learned the value of their skins and furs, was estimated at a steady 50 per cent profit; that with the Cheyennes was worth 100 per

cent, and that with some tribes further out toward the mountains yielded returns all the way from three to one to five to one. These great apparent profits, however, were somewhat impaired by the cost of taking the Indian goods to the tribes and bringing in the packs in return—for these double trips, made with two to four boats and barges, consumed from two to four months. And after the packs reached St. Louis there was the cost of sending them to market. They commanded a ready sale at New Orleans, Philadelphia and Montreal; and the latter city came to be the favorite American market as long as St. Louis remained a French post, and for some time after, because it was the headquarters of the great Northwest Company, and was, therefore, the place where the trade was most cultivated. Whether they went down the Mississippi to New Orleans, or up the Ohio River to Pittsburg, and thence to Philadelphia; or up the Illinois River and Lake Michigan to Mackinaw and Detroit, and so on to Montreal, it was a tedious and protracted enterprise in which the packs had to be in charge of one of the company's members or agents, and guarded by a sufficient force of its own employes. The expeditions from St. Louis were not all mere trading affairs. The distant regions they visited, the strange people they dealt with and the adventures they encountered had a charm for scholars, writers and seekers after knowledge, as well as for backwoodsmen. When Manuel Lisa embarked on his expedition in search of Mr. Henry in 1810 he was accompanied by Mr. Henry Breckinridge, whose narrative of the expedition and other writings are held in high esteem; and when Wilson P. Hunt, in the employ of John Jacob Astor, conducted from St. Louis the Astoria expedition he had in his party two Englishmen, Mr. John Bradbury, who had been sent out by the Linnean Society of Liverpool to make a collection of American plants, and Mr. Nuttall, afterward known as author of "Travels in Arkansas" and a book on the "Genera of American Plants." When the Chouteaus went out with their ventures they were explorers as well as traders, and many streams and mountains to this day bear the names they gave them. They were sagacious and enterprising traders and merchants, and from the beginning of the business to its close, extending over a period of nearly a hundred years, managed it in a wise, humane and liberal way, that not only brought them a large measure of success, but gave them influence with the Indian chiefs and a knowledge of the Indian language—qualities which enabled them to render valuable assistance to the government in its dealings with the tribes.

The abandonment of the field by the American Fur Company did not mean the loss of the fur trade to St. Louis. The methods of conducting it were changed, but the business remained. When the Chouteaus retired the field was thrown open and the trade left to take care of itself, and the result was that individuals came in to secure each a share of the abandoned heritage, and to cultivate it more in detail and give it a new character. It was no longer a trade with Indians, for gradually the Indians had disappeared from the plains and valleys of the upper Missouri, and shortly afterward the buffalo, the black, cinnamon and grizzly bear disappeared also, before the railroads and the multiplying white settlements, and the beaver vanished out of the very streams where they had sought refuge. The fur trade gradually settled down to a regular trade in furs and peltries, and under the stimulus of competition and good prices began to assume large proportions. In 1877 there were 12,386 bundles of furs and peltries received in St. Louis; ten years later, in 1887, the receipts had increased to 22,045 bundles, and in 1897 they had increased to 210,432 bundles, valued at $1,000,000. The range of the trade is no longer confined to the headwaters of the Missouri River and the West; the largest proportion of receipts come from the Southwest—Oklahoma, the Indian Territory, Texas, Arkansas and Southwest Missouri, with considerable receipts also from Kansas, Nebraska, Southern Illinois, Kentucky, Tennessee and Louisiana. The raccoon furnishes the largest number of skins, and after it deer, mink, wolf, fox, skunk, wild cat, house cat, civet cat, bear, beaver and opossum—the prices of skins in 1897 varying from fifty cents to four dollars for beaver, seventy-five cents to six dollars for otter, fifty cents to twelve dollars for bear, fifty cents to one dollar for wolf, ten to seventy cents for skunk, twenty to eighty cents for fox, ten to seventy-five cents for mink, ten to sixty-five for raccoon, ten to fifteen cents for wild cat, five to ten cents for house and civet cat, six to ten cents for muskrat and three to five cents

for opossum. The skins are sent chiefly to St. Paul and Montreal, where they are dressed and prepared for use; some are sent also to Chicago, New York and London. The trade is a profitable one, and it is a fact we owe to the founders of it, that St. Louis is still the largest distributive market for furs and peltries in the United States.

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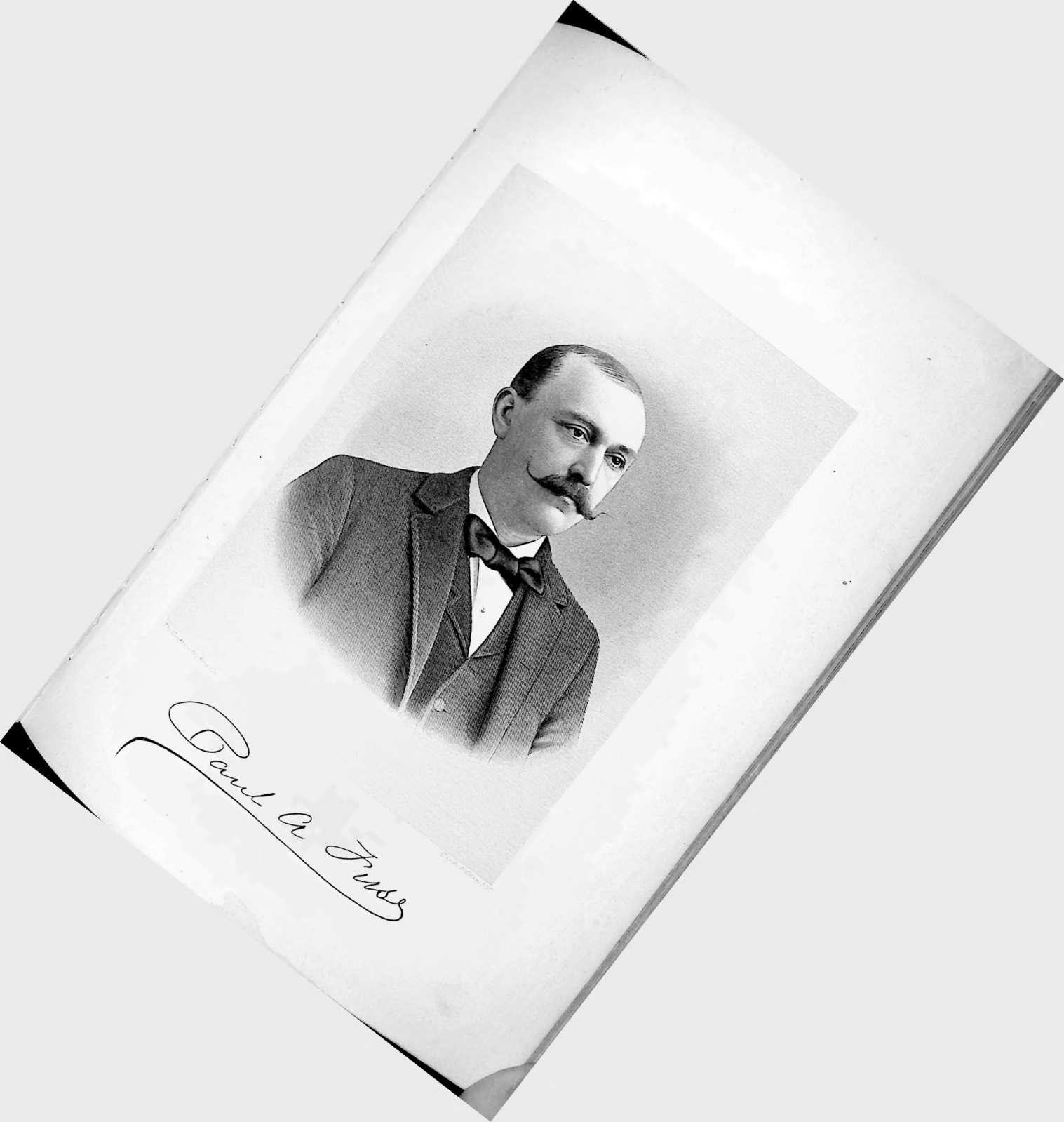
Fur Traders.—The fur trade opened to the natives their first notion of adding to their comforts some of the products of civilization. The stock of the fur traders, to be sure, was very limited as to variety, but there were knives and axes, blankets, guns of a primitive make, powder, balls, steel-traps, thread, beads and bells, cooking utensils, etc., which the red men had never seen before, but of some of which they had heard. For these they were very willing to exchange their own rudimentary articles of merchandise, to wit, the pelts of their captured game. The traders soon became expert hunters themselves. They were adventurous, daring and artful. They learned the secrets of the woods contained in the unwritten books of facts concerning the habits of animals and birds, and other forms of animate nature as well. They acquired knowledge of the best seasons for capturing, or bagging game. A trodden leaf, a bunch of grass pressed down, a peculiar flight of birds or a change in their notes, and countless other little signs, were all messages to the hunter. A fallen log across a stream might tell the expert old-time trapper whether the tree had been cut down by beavers, and teach him where to place his traps. The dress of the hunter was wholly of skins, this fashion having been learned from the Indians, and consisted of a hunting shirt and trousers of dressed buckskin. A coonskin cap surmounted the hunter's head in winter, or an almost shapeless buckskin hat at other seasons. His pockets were arranged for flint, bullets and tinder. A cow's horn, swung across his shoulders to his waist by a thong of hide, held his supply of powder. Attached to his leather belt were sheaths for his hunting knives. A whetstone was generally a part of the accoutrement. As every hunter used tobacco, there was an inner pocket, secure from dampness. The hunters formed themselves into little companies or camps, establishing themselves on the bank of a stream and sleeping in huts formed of tree boughs. Their range was not extensive, except as they became familiar with the woods. When the situation began to yield little product they moved to another further west, after curing and dressing the skins that had accumulated. And a satisfactory supply of peltry having been collected, they came to St. Louis and "cashed in." It must not be understood that the store so marketed was entirely of their own harvesting. Indeed, by far the greater part came from exchanges with the friendly Indians who visited their camps, were furnished with guns and ammunition and taught how to substitute these for the bow and arrow. In return for the game brought in the Indians were easily satisfied with articles of small value. Thus the camps were both hunting and trading camps; and in this way began what we now so proudly call the trade of the Mississippi Valley.—(See also "Hunters and Trappers.")

Fusz, Paul A., who occupies a prominent position among those engaged in mining operations in the West, was born August 5, 1847, in Hericourt, France, son of Francis H. and Marie Regina (Tschaen) Fusz. He came with his parents to the United States and to St. Louis when he was six years of age, and grew up in this city, obtaining his education mainly in the public schools. He began his career in the employ of the firm of Chouteau, Harrison & Valle, where he served first as an errand boy. Through successive promotions he reached, in 1873, the position of general manager of the affairs of that corporation, having entire charge of the Laclede Rolling Mills, owned by the company and located in North St. Louis, and also of the deliveries of the iron ore shipped from the "Iron Mountain Mine" of Missouri. In June of the year 1886 he resigned his position with that company, having become connected two years earlier with the Granite Mountain Mining Company, and having been made a director and treasurer of that corporation. In 1888 he took charge of the mines and mills of the Granite Mountain Company as superintendent, and retained that position until 1889, acting at the same time as treasurer of the corporation. At the organization of the Bi-Metallic Mining Company he was elected a director and treasurer of that company, and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in the fall of 1888 became its vice-president. In October of 1889 he was elected president of the Bi-Metallic Company, and retained that position until the Granite Mountain Mining Company and the Bi-Metallic Mining Company were consolidated and placed under one management, in 1898, as the Granite Bi-Metallic Consolidated Mining Company. When this consolidation of the vast mining interests of these two companies went into effect Mr. Fusz was made president of the new corporation and still retains that position. Throughout the West he is known as one of the most thoroughly capable and sagacious mine operators identified with this important industry. One of the interesting experiences of Mr. Fusz's life, and one of which mention should be made in this connection, occurred in 1864, when the excitement of the Civil War caused him to make an effort to join the Confederate Army. Although he was then hardly seventeen years of age, he left St. Louis for that purpose, with other recruits, but he and his comrades were captured the next day after leaving this city, and he was held a prisoner in the Gratiot Street Prison of St. Louis until March of 1865, when he was pardoned by President Abraham Lincoln. As a citizen of St. Louis, Mr. Fusz has been identified with various public enterprises, and also with the advancement of the educational interests of the city. On the 8th of April, 1873, he was elected a member of the board of education of St. Louis, and served three years in that capacity. In 1877 he was made a commissioner of the Mullanphy Emigrant Relief Fund, and served as such two years. He was one of the organizers of the First Mutual Building & Loan Association of St. Louis, and was vice-president and afterward president of the Hibernia Building & Loan Association. He also organized the Tower Building & Loan Association, and served as its president. The two associations last named have been the most successful building and loan associations established in St. Louis, and during his administration, although they handled one and a half million dollars, neither of them suffered a single loss. He was one of the organizers of the St. Louis Safe Deposit & Savings Bank and a director of that bank, helped to organize and was made a director of the Desloge Consolidated Lead Company, and with other gentlemen organized the Union Casualty & Surety Company. He has been vice-president and a director of the last named company since it came into existence, and was also one of the moving spirits in building the Merchants' Bridge in North St. Louis, serving for years as a director of that corporation. His religious affiliations are with the Catholic Church, and he is a Democrat in politics. December 8, 1868, Mr. Fusz married Miss Grace Hepburn, of Philadelphia, Pennsylvania. Mrs. Fusz died November 19, 1892, leaving no children.

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Gaiennie, Frank, who has long been widely known as the manager of the St. Louis Exposition, was born in the city of New Orleans, February 9, 1841. Both his parents were natives of Louisiana, and both belonged to old families of that region. After completing his academic education in the public and private schools of New Orleans, he took a commercial course at Belwood Academy, located near Natchitoches, Louisiana, from which institution he was graduated. He entered upon a course of training in a mercantile institution of Natchitoches in 1858, and was thus employed until 1861, when he entered the Confederate army, being mustered into Company B of the Third Louisiana Infantry on May 17th of that year. He was in active service throughout the greater part of the Civil War, participating in the battles of Wilson's Creek, Pea Ridge, Iuka Springs, the second battle of Corinth, the siege of Vicksburg and in all the marches and skirmishes incidental to these campaigns. He was promoted from private to first lieutenant for his valor and efficiency, and the testimony of his comrades is that no braver or more faithful soldier served in either army during the great conflict between the States. When the war closed he was paroled at Natchitoches in July of 1865, and soon after he laid aside the uniform of a soldier he went to New Orleans, where he again entered civil life as a clerk in a commercial house. From 1866 to 1873 he was a partner in the firm of E. K. Converse & Co., of New Orleans, from which he retired in the year last named to come to St. Louis. Here he established the firm of Gaiennie & Marks, and for more than a quarter of a century he has been a member of the Merchants' Exchange and closely identified with the commercial interests of this city. In 1879 he was elected a director of the Exchange; in 1882 was made vice-president, and in 1887, president of that body. His administration as president of the Exchange was an eminently successful one, and in later years he has won additional laurels as vice-president of the National Board of Trade, which position he has filled for three consecutive years. From 1885 to 1888 he was a member of the Board of Police Commissioners of St. Louis, and no more capable man has ever been identified with the supervision of police affairs in this city. He was grand marshal of the Papal Jubilee parade which took place on October 2, 1887, and served in the same capacity on the occasion of the celebration of the centennial of President Washington's inauguration, on April 30, 1889. The warmth of his regard for the veterans of the Confederate Army has caused him to take a prominent part in making provision for the care of those dependent, in a measure, upon public charity, and he helped to build up the "Confederate Home" for indigent Southern soldiers at Higginsville, Missouri, and has been officially identified with its management. One of his distinguishing characteristics has been his organizing capacity, which has been so conspicuously demonstrated in his management of the St. Louis Exposition. He was appointed to this position at a time when interest in the Exposition seemed to be waning. Taking hold of the enterprise vigorously, he conciliated all interests and introduced so many novelties into the arrangement and management that the Exposition has since been not only a financial success, but a success in all other respects. It was he who arranged for the largest military band ever seen upon the stage of any building in the world, and "Gilmore's one hundred" will ever be remembered as a tribute to his enterprise and resourcefulness. When Colonel Gilmore died, during the season of 1892, Mr Gaiennie was equal to the emergency, and completed the musical programme, notwithstanding the death of the great leader. The presence of Sousa's unrivaled orchestra at Expositions held since that time has also been due to his efforts. Since 1891 Mr. Gaiennie has also been secretary of the Autumnal Festivities Association, which has annually brought vast crowds of people and large sums of money to the city, and has given a healthful stimulus to its industries. He was secretary of the committee which made a valiant, but unsuccessful, fight for the location of the World's Fair in St. Louis in 1892, and a year later the unique and highly successful St. Louis reception to the foreign commissioners

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to the World's Fair was a result of his forethought and ingenuity. February 22, 1862, Mr. Gaiennie married Miss Maria Louisa Elder, of New Orleans.

Gaines' Visit to St. Louis.—General Edmund P. Gaines, who in his day was one of the most distinguished of American soldiers, visited St. Louis in 1838, and a public dinner was given to him by citizens of this city on February 23d, at the City Hotel. The dinner is said to have been a brilliant affair, and the sturdy old soldier showed a warm appreciation of the distinguished consideration with which he was treated.

Gale, Daniel Bailey, merchant, was born at Salisbury, New Hampshire, March 30, 1816, and died in St. Louis September 23, 1874. He was the son of a well-to-do farmer, and, though not reared in ease and idleness—for he did his share of work on the farm—had the comforts of a thrifty, old-fashioned New England home and enjoyed the advantages of a sound New England common school and academy education. His original purpose was to become a lawyer, and to this end his education at first was directed; but when he grew to manhood the mercantile instinct asserted itself, and, having converted the moderate patrimony inherited from his father's estate into a stock of goods and shipped them from Boston to New Orleans, to be sent from there up the river to Peoria, Illinois, he set out to that place by way of Pittsburg. His elder brother was already established at Peoria in the practice of law, and this is the explanation of his original intention to locate there; but while waiting the arrival of his stock of goods from New Orleans, he met a friend and schoolmate from his native place in New Hampshire, Carlos S. Greeley, who persuaded him to accompany him to St. Louis. Each had a fair stock of means for that day, and when, by a simple verbal agreement, they formed the partnership of Greeley & Gale, it was a very respectable house to begin with. This was in 1838, and that house, with its succession in regular line, has continued ever since, existing to-day in the great establishment of the Scudder-Gale Grocer Company. Mr. Gale recognized and accepted the responsibilities that came with his success. He seems to have regarded the wealth that crowned his efforts rather as a means of doing good, than of ministering to his own pleasure and influence, and he took pains to hunt up deserving objects and enterprises, and assist them liberally. In his lifetime he was an active and liberal helper of the Provident Association of the Second Baptist Church, of which he was a faithful and attentive member, and, at his death, he bequeathed $5,000 to the Girls' Industrial Home and $5,000 to Shurtleff College, in Upper Alton. He served in the city council as member from the Seventh Ward for several years, and was recognized as a valuable councilman; but he had no ambition for public life and served in this position only for the public good. His habits were domestic, and he was never so happy as when, relieved of the cares of business, he could enjoy the sweet freedom of a home which it was the supreme object of his life to make cheerful and happy. He was married, in 1842, to Miss Caroline E. Pettengill, of Salisbury, New Hampshire, and they had five children.

Gallagher, Thomas M., manufacturer, was born December 27, 1840, in New Orleans, Louisiana, son of John K. and Mary (Melady) Gallagher. When he was two years old the family removed to Cincinnati, Ohio, and the son lived there until he was fifteen years of age, obtaining his education in the private and public schools of that city, and at St. Vincent's College, also of Cincinnati. He came to St. Louis in 1855, and his father, having been a blacksmith by trade, he inclined naturally toward working in iron. Following the bent of his inclination, he went to work in 1856 for Joseph B. Reed & Co., a firm which then operated a machine shop at the corner of Tenth Street and Washington Avenue. He started in to learn the machinists' trade, and remained with Reed & Co. until 1859, in which year he transferred his services to the old firm of Gaty & McEwing, engaged in the same line of business. In 1861 he left this firm and went to the St. Louis Arsenal, where he was employed on government work until September of 1862. He then went to Jackson, Tennessee, to work for the Mobile & Ohio Railroad Company, and after staying there for six months, went to Columbus, Kentucky, in the employ of the same corporation. At Columbus he was foreman of the company's shops until 1863, when he was made master mechanic of the Mobile & Ohio Rail-

road. This position he filled until 1865, when a serious illness compelled him to return to his home in St. Louis. During all the time that he was connected with the Mobile & Ohio Railroad he was in the employ of the United States government—that road being then under government control—his pay being that of a captain in the army and his official designation the same. The illness with which he was stricken in 1865 changed the course of his life, resulting in his abandoning railroad business in 1866 and entering the employ of Thomas Howard & Co., machinists, then doing business at the corner of Eighth Street and Clark Avenue. In 1867 he went to Cincinnati, Ohio, to become superintendent of the works of the Southwestern Freight & Express Company, and remained there until 1869. He then returned to St. Louis and connected himself with the iron manufacturing firm of Shickle, Harrison & Co., and in 1870 he was made foreman of their works. This position he held until 1882, having full charge of all their outside work in the construction of water and gas works. When the firm of Shickle, Harrison & Co. was succeeded, in 1882, by the corporation known as the Shickle, Harrison & Howard Iron Company, he became a stockholder in this company and superintendent of its works. In 1895 he was made vice-president of the corporation and general superintendent of its business, and still retains both positions. He is known in St. Louis and throughout the West as one of the best informed men connected with the iron industry and a master of all the details of the business in which he is engaged. His success has been the result of his own intelligent effort and exertion, and he may well be called one of the self-made men of St. Louis. He is a staunch Democrat in his political affiliations, a member of Keystone Lodge of the Masonic Order and of the Order of the Knights of Honor. August 3, 1859, Mr. Gallagher married Miss Elizabeth Fine, daughter of Corder Fine, a prominent old-time resident of St. Louis. Their children are Thomas Edward and Andrew Barton Gallagher.

Gallaudet Union, St. Louis.—A charitable, literary and social organization for the advancement of the deaf, founded February 21, 1895. It meets regularly on the second Friday evening of each month and has a large membership. It is named after the Rev. Thomas Hopkins Gallaudet, founder of deaf-mute instruction in America.

Galt, Smith P., lawyer, was born November 23, 1838, in Lancaster County, Pennsylvania, son of Alexander and Frances S. Galt. He was reared in the Keystone State, obtaining his early education at Mt. Joy Academy, of Lancaster County, and attending later Lafayette College, of Easton, Pennsylvania, graduating from that institution in the classical course with high honors in the class of 1860. After his graduation from college, he entered the law office of Hon. Thomas E. Franklin, of Lancaster, and completed his law studies under the preceptorship of that distinguished lawyer. Having completed his preparation for the bar, he was about to apply for admission, when the breaking out of the Civil War temporarily changed the course of his life. Raising a company of volunteers in Lancaster County, he was mustered into the United States service as captain of Company C of the One Hundred and Twenty-second Pennsylvania Infantry, August 11, 1862. His regiment was soon afterward sent into the field, and, as captain of his company, he participated in the battles of Chantilly, Fredericksburg and Chancellorsville, being wounded in the Chancellorsville engagement. May 12, 1863, he was mustered out of the government military service with his regiment, and, returning to his old home in Pennsylvania, was admitted to the bar at Lancaster in September following. In 1864 he located at Sterling, Illinois, and there began the practice of law. He continued in practice at that place until the spring of 1866, when he removed to St. Louis and became a member of the bar of this city. Since then he has devoted himself assiduously to the law, which he has regarded as a "jealous mistress," and nothing has been allowed to divert his attention from his professional duties and responsibilities. A career of more than thirty years at the bar of this city has caused him to become recognized both by his profession and the general public as one of the ablest trial lawyers in Missouri, and a peculiarly safe and judicious counselor. For many years his attention has been given mainly to corporation practice, and he has been for a quarter of a century attorney for the St. Louis Railroad Company. He is also attorney for four other

street railway companies and for many other corporations. Many important trusts have been committed to his care, and upon him rests the responsibility attaching to the legal guardianship of interests of vast magnitude. A broad knowledge of the law, judicial acumen and a spirit of perfect candor and fairness in the conduct of litigation and in his dealings with clients have commended him alike to the courts, the bar and the people, and both as practitioner and counselor he is held in the highest esteem. His fitness for official station has long been recognized by his fellow-citizens, and at different times he has been solicited to become a candidate for congressional, judicial and other honors, but, having no taste for public office-holding, he has invariably declined these proffers of preferment. He has taken no active part in politics, but has affiliated with the Republican party since he became a voter. He is a Presbyterian churchman and a member of the Second Presbyterian Church, of which Rev. Dr. Nicolls is pastor. He was for many years the confidential friend and counsel of the late Robert A. Barnes, of St. Louis, who left $1,000,000 to erect and endow the "Barnes Hospital." Made executor of this estate, without bond, he was also named in Mr. Barnes' will as one of the trustees of the hospital, and with Richard M. Scruggs and Samuel M. Kennard, the other trustees, has carried forward the work designed by one of the city's chief benefactors, and the hospital which will soon be erected will be, when completed, one of the most perfect institutions of its kind in America. Mr. Galt is identified with fraternal organizations as a member of the Legion of Honor, of the Ancient Order of United Workmen, the Royal Arcanum, the Loyal Legion and Ransom Post of the Grand Army of the Republic. He has twice served as commander of Ransom Post and has taken a deep interest in the veteran military organization. He was married at Lancaster, Pennsylvania, December 10, 1872, to Miss Frances Olivia Franklin, daughter of Honorable Thomas E. Franklin, who was his preceptor in law, and previously Attorney-General of Pennsylvania. Their living children are one daughter and four sons.

Galvez, Bernardo, Governor of the Province of Louisiana, was born in Malaga in 1755, and died in the City of Mexico in 1786. He was entered as a cadet in the regiment of Walloon Guards at sixteen years of age, and later served three years in a French regiment to perfect himself in military science. In the war against Algiers, he served as a captain under General O'Reilly, and later rose to the rank of brigadier. In 1776 he was appointed second in command to Governor Unzaga in Louisiana, and succeeded him as Governor in 1777. In 1778 he secretly assisted Captain Willing, sent to New Orleans as agent of the Continental Congress, with arms and ammunition and $70,000 in cash. When Spain declared war against Great Britain in 1779, Galvez entered upon a vigorous campaign against the British colonies and captured Fort Baton Rouge, Fort Pamure, Fort Natchez, Mobile, Fort Charlotte and Pensacola. In 1783 he was appointed captain-general of Cuba, and in 1785 he became viceroy of Mexico, holding the office last named until his death. He built a famous palace for himself and his successors on the site of the ancient summer palace of the Montezumas, at Chapultepec, the cost of which was more than $300,000.

Gamble, Archibald, lawyer, was born in Winchester, Frederick County, Virginia, in 1791, and died in St. Louis in 1866. He came to St. Louis in 1816, and was first connected with the old St. Louis Bank in a clerical capacity. Governor William Clark appointed him clerk of the circuit court and recorder of deeds and he held that office continuously for eighteen years thereafter. After that, having been admitted to the bar, he acted as legal agent of the public schools and was the trusted counselor and adviser of many of the pioneer citizens of St. Louis. He was closely identified with various business enterprises, accumulated a comfortable fortune and lived in comparative retirement during the last twenty years of his life. He married Louisa Easton, who was the third daughter of Colonel Rufus Easton.

Gamble, Hamilton Rowan, Governor of Missouri and one of the most distinguished members also of the St. Louis bar, was born in Winchester, Virginia, November 29, 1798, and died in St. Louis January 31, 1864. His paternal grandfather came from Ireland to this country in 1752 and settled in Pennsylvania, but ten years later returned to

Europe. Later one of the sons of this ancestor came back to America, was a participant with the colonists in their struggle for independence, and was afterward a professor of Latin and Greek in Pennsylvania University. A younger son, Joseph, married, in Ireland, Anne Hamilton, and came to Virginia in 1774, settling in Winchester. Seven children were born to this worthy Irish gentleman and his wife, and of these Hamilton Rowan Gamble was the youngest. He was educated at Hampden-Sidney College, was admitted to the bar when but eighteen years of age, and before he was twenty years old had been licensed to practice in the States of Virginia, Tennessee and Missouri. He came to St. Louis in 1818, joining his elder brother, Archibald Gamble, who had begun the practice of law here some years earlier. Archibald Gamble was then clerk of the Circuit Court of St. Louis, and appointed his brother deputy, in which capacity he first became known to the local bar. After familiarizing himself with the methods of practice and legal processes then in vogue in Missouri Territory he removed to the town of Franklin—now called Old Franklin—in Howard County, and practiced there for several years thereafter, serving as prosecuting attorney of the circuit. In 1824 Governor Frederick Bates, second Governor of the State of Missouri, appointed him Secretary of State, and he removed to St. Charles, which was then the capital of Missouri. After the death of Governor Bates, which occurred in 1826, he removed to St. Louis, and his great success at the bar dated from that period. He at once engaged in active competition for professional honors and rewards with such men as Benton, Geyer, Robert Wash, the Bartons, Edward Bates and others, and was the peer of any as a lawyer. Devoting himself chiefly to land causes, he was retained in nearly all important cases of this character, carried them to the higher courts, and became famous for his researches in connection with all phases of land litigation, for his comprehensive knowledge of the law, and his keen analytical powers. He was slow of speech, but had a genius for the clear, brief and logical statement of facts and law propositions, and therein lay his great strength as a practitioner. In the earlier years of his practice in St. Louis he acquired special distinction through his powerful and successful defense of Judge Carr, who was impeached before the Legislature of Missouri in the winter of 1832-3. In 1846, when he was absent from the State, he was elected to the Missouri Legislature, and during the one term that he was a member of that body rendered a great service to his profession and the general public in aiding to make a complete and thorough revision of State laws. In 1851 he was elected a member of the Supreme Court of Missouri, his eminent fitness for the place causing him to be chosen by a majority of more than forty thousand votes, notwithstanding the fact that the Whig party, with which he affiliated politically, was in a hopeless minority in the State. The high esteem in which he was held by his profession was emphasized by his associates on the Supreme bench, who honored him at once with the position of chief justice, or presiding judge. His decisions and opinions handed down while he was sitting as a Supreme Court judge were among the most noteworthy in the history of Western jurisprudence and attracted universal attention and commendation. Failing health caused him to resign the judgeship in 1855, and thereafter he only appeared as a practitioner in the United States Supreme Court. In 1858 he removed to Philadelphia, Pennsylvania, for the purpose of giving his children superior educational advantages, and was living there when the Civil War cloud began to lower over Missouri. When the Legislature of this State passed an act calling a State convention to take action on matters at issue between the Northern and Southern States Judge Gamble hastened to St. Louis to find public sentiment greatly inflamed and a condition bordering on anarchy prevailing. The evening after his arrival here he addressed a public meeting at the courthouse, and proclaimed his unswerving fidelity to the Union. The effect of one man's words is sometimes magical, and it was so in this instance. His utterances rallied the Union men of the city and strengthened their cause immediately. From that time forward he was one of the recognized leaders of the Union movement in Missouri, was a conspicuous member of the State convention, and when that body declared the office of Governor vacant by reason of the flight of Governor Jackson from the capital Judge Gamble was unanimously chosen Provisional Governor. He entered upon the discharge of the duties thus thrust upon him in July of 1861 with the eyes of the nation upon him and the

Federal authorities regarding him as one of its safest and wisest counselors. He shrank from the difficult task before him, and only accepted it when he was convinced that it was his duty to do so. His history from that time forward until his death was a part of the history of the country. Few of the war Governors of States were confronted by problems so grave in character or so difficult of solution, and none showed greater ability or more lofty patriotism in the discharge of his official duties during that critical period. He had much direct correspondence with President Lincoln, and the letters which passed between the two men, read to-day, throw a bright light on the condition of affairs in Missouri during the war, and evidence the fact that Governor Gamble was no less just than patriotic and as fearless in the discharge of his duties as he was just in dealing with all the conflicting elements with which he had to contend. His letters breathe the spirit of intense patriotism, but at the same time his protests against unnecessary harshness and acts of repression on the part of the Federal authorities were vigorous and emphatic, and the power of the President was frequently invoked to curb vindictiveness and intolerance. Worn out by his arduous labors he died on the eve of the final triumph of the Union arms, and a nation mourned his demise. In St. Louis and throughout Missouri there was profound grief at his taking off, and this grief found expression in the draping of public and private buildings in mourning and through numerous resolutions adopted by public bodies, including the State Legislature and State officials. Especially impressive were the proceedings of the Bar Association of St. Louis, at which glowing tributes were paid to his ability as a lawyer and his public services by many of the ablest lawyers in the State. Members of the bar attended his funeral in a body, and the pulpit and press of the city united in paying tribute to his worth. "The Missouri Republican" voiced the general feeling of the public in the following editorial utterance: "A purer patriot, one more devoted to his country, a more sincere man, a better Christian has rarely taken his departure from among us. If he had not possessed these attributes it is unlikely that he would have endured the fiery ordeal with which embittered political malice pursued him to the last hour of his life. He was not a politician. But he took upon himself the cares of State and the drudgery of office at a time when he might well have been excused from them, devoting all his energies, his life, to the redemption of the State from the troubles which encompassed it." Governor Gamble married in 1827, at Columbia, South Carolina, Miss Caroline J. Coalter, who was a sister to the wife of Honorable Edward Bates, Attorney-General in President Lincoln's cabinet. At his death he was survived by two sons and one daughter. Hamilton Gamble, eldest of the sons, married Sallie M. Minor, and died some years since. Dr. David C. Gamble, the second son, married Flora Matthews. Mary Coalter Gamble, his only daughter, married Edgar Miller, of St. Louis.

Gamble Place.—Accounted the smallest square in the city, until Kenrick Garden stood at the foot, comprises 1.15 acres. It occupies the site of the old Gamble reservoir, and is situated on Dayton Street, near Garrison Avenue. It was opened as a park in 1875 at the expense of the adjacent property owners, having been dedicated in 1874 by the city. The total cost for its maintenance and improvement prior to 1897 was $18,365.21.

Game and Fish Preserve Association.—An association incorporated May 9, 1884, for the purpose of owning, controlling and investing in property to be used as game and fish preserves, which were to be under the exclusive control of the members of the association. It is an association of sportsmen who desire to own their property and protect the game and fish found thereon for their own uses, either within or outside of the State of Missouri. The amount of capital stock is fixed at four thousand dollars, divided into two hundred shares of twenty dollars par value each. The names of the original stockholders were J. B. C. Lucas, L. D. Dozier, David A. Marks, Henry C. West, Frederick A. Churchill, John F. Shepley, and Benjamin W. Lewis. There are now—1898—about two hundred members. The affairs of the association are controlled and managed by a board of seven directors, the annual election taking place on the second Tuesday in March of each year.

Game Law.—In Missouri the killing or taking of game is prohibited as follows: Coon, mink, otter, beaver or muskrat, April

1 to November 1; buck, doe or fawn, January 1 to October 1; wild turkey, March 1 to September 15; prairie chicken, February 1 to August 15; pheasant or quail, January 1 to October 1; woodcock, January 10 to July 1; dove, meadow lark or plover, February 1 to August 1. Catch of prairie chicken or quail by nets or traps prohibited.

Ganahl, John J., merchant and manufacturer, was born in Tyrol, in Austria-Hungary, December 13, 1838, son of John J. and Benedicta (Wuerbel) Ganahl, and died in this city August 20, 1898. Both his parents were natives of the ancient County of Tyrol, whose history dates back to the Roman Empire, and the son was also reared and educated in this region, rich in picturesque beauty and historical incident. His father was a farmer, miller and butcher, successful as a man of affairs and esteemed as a citizen in the community in which he spent all the earlier years of his life. Both the parents followed the son to the United States in 1868, and made their home in St. Louis until 1872. Returning then to Austria, they resided a year in their native land, and then came back to St. Louis, where the father died in 1874 and the mother in 1884. Fitted by nature and education for a successful business career, the younger John J. Ganahl came to the United States in 1856 aboard the sailing vessel "Muehlhausen," which landed him at New Orleans in June of that year. From New Orleans he came at once to this city, and became connected with the "Tages-Chronik," daily and weekly German paper, then published by Francis Saler. That he was no idler in his youth is evidenced by the fact that when he arrived in this city he accepted the first employment offered, although the compensation was but a dollar a week in addition to his board. For a short time he performed the duties of office boy in this newspaper establishment, and then was promoted to a position in the mailing department, and a little later took entire charge of that department. Then he became manager of the collecting and advertisement department, and still later became bookkeeper and general business manager of the establishment, a position which he held for three years prior to 1863. During the Civil War he was a member of one of the local military companies of St. Louis, composed of the employes of the three German daily newspapers of the city, organized for the purpose of assisting to repel threatened Confederate invasions and to aid the civil and military authorities in suppressing local uprisings of Southern sympathizers. His connection with the daily newspaper business for a period of seven years constituted a good schooling for the enterprising and ambitious German youth, and at the end of that time he had a thorough knowledge of the general business and resources of the city, and also of the English language and the customs, habits and business methods of the American people. Thus equipped he embarked in business on his own account as a partner with John P. Fleitz in the lumber trade. Mr Fleitz soon afterward removed to Detroit, Michigan, but their partnership continued until 1879, the business which they had established growing in the meantime to large proportions under the management of Mr. Ganahl. In 1879 he purchased his partner's interest, and in 1881 incorporated the John J. Ganahl Lumber Company, with general offices at the corner of Second Street and Park Avenue—two lumber yards in St. Louis and one at Millstadt, Illinois. The corporation thus organized is still in existence, and the magnitude of its business is attested by the fact that it handles annually about 20,000,000 feet of lumber. Of this corporation Mr. Ganahl was the president and treasurer at the time of his death, and his eldest son, Louis J. Ganahl, is secretary. Interested also in the manufacture of lumber, as well as its sale, Mr. Ganahl was the principal owner of a large planing mill, operated under the name of the Neulle & Ganahl Planing Mill Company. He was also a principal shareholder in the Superior Land and Lumber Company, of Griffin, Arkansas, a corporation capitalized at $30,000, of which his second son, Theodore C. Ganahl, is secretary. At the plant operated by this corporation 40,000 feet of yellow pine lumber is manufactured daily, and, after being dressed and matched, is sent to the St. Louis market. Eminently successful as a business man, Mr. Ganahl was also conspicuously identified with the conduct of public affairs in St. Louis. He was a member of the City Council from 1887 to 1891, and during his term of service in that body much important local legislation was enacted. It was during this period that the ordinances were passed which authorized the use of electricity on street railways, the lighting of the city by electricity,

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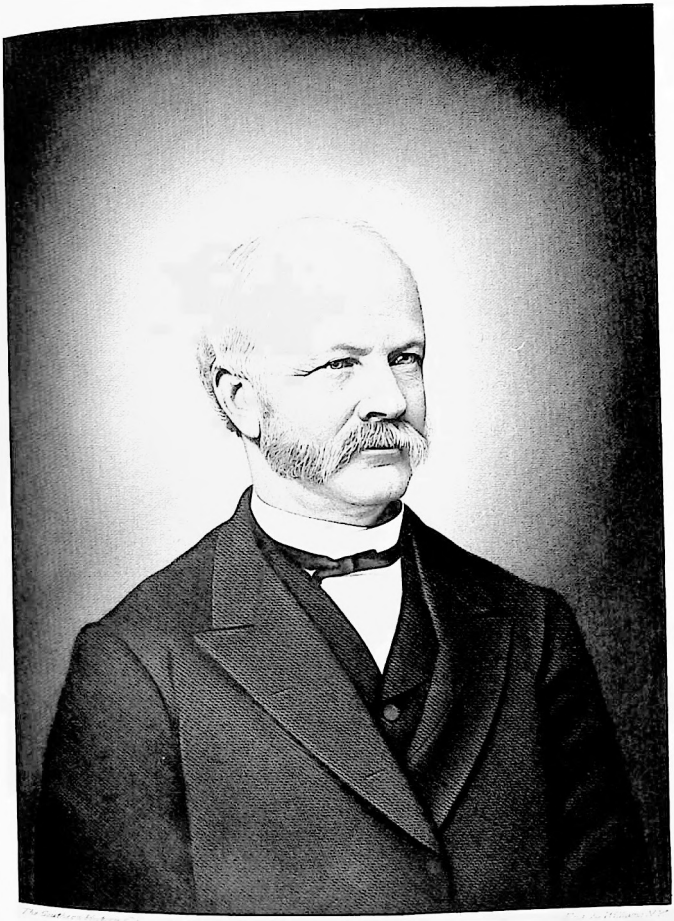
John J. Gaucher

granting the franchises under which the Union Railway Station was built, providing for the building of the new City Hall, appropriating necessary funds for the construction and completion of the Grand Avenue and Twenty-third Street viaducts, and providing for the extension of the city water works system. Mr. Ganahl favored all these progressive measures, but in connection with the extension of the water works, favored the Meramec Springs and river as a source of supply. As a local legislator he coupled conservatism and a conscientious regard for the best interests of the city with public spirit and enterprise, and was a popular and useful public official. Affiliating with the Democratic party, he was a partisan only when party interests and the public interests were in harmony with each other His earlier experiences in St. Louis attached him to the newspaper business, and he was identified with it as president of "Der Herold des Glaubens," a German-Catholic weekly newspaper of wide circulation and influence. For many years he was connected with another important business enterprise of the southern portion of the city as a director and treasurer of the St. Clair Ferry and Transfer Company, formerly known as the Cahokia Ferry Company. He was also an incorporator and a member of the first board of directors of the Lafayette Savings Bank. His religious affiliations were with the Catholic Church, and he was long a prominent layman of that denomination. He was twice married—first in 1868 to Miss Elizabeth Steber, of St. Louis, who died in 1875. After the death of his first wife he married, May 23, 1878, Miss Mary Louisa Joseph, also of St. Louis. The children born of his first marriage were Louis J., Theodore C., and Matilda Ganahl, of whom the two sons are now living. The children born of his second marriage are Octavia, Cecil, Clara, Rudolph, Hubert, Clothilde and Margarita Ganahl, all living except Clothilde.

Gantt, Thomas Tasker, lawyer and jurist, was born at Georgetown, D. C., July 22, 1814. He was of Maryland ancestry. His maternal grandfather, Major Benjamin Stoddert, was a revolutionary officer, and was Secretary of the Navy under President John Adams. Left fatherless in his infancy, his youth was passed upon a plantation in Prince George's County, Maryland, afterward at Georgetown College. He entered the West Point Military Academy in 1831, and in his studies ranked among the first five in his class, but at the end of his second year he was disabled by an injury to his right leg, causing lameness which disqualified him from remaining longer, and from which he suffered more or less during the remainder of his life. Giving up a military career, he studied law under Governor Pratt, of Maryland, was admitted to the bar in 1838, and the following year came to St. Louis to permanently reside, soon forming a partnership with Montgomery Blair, then United States District Attorney. This connection continued until Mr. Blair's appointment as judge of the St. Louis Court of Appeals in 1844. In 1845 he married Miss Mary Carroll Tabbs, granddaughter of Charles Carroll, of Bellevue, Maryland. In the same year he was appointed United States District Attorney by President Polk, holding that office four years. During the epidemic of cholera in 1849 he was conspicuous in his efforts for the relief of the victims, and was active in a citizens' movement to place the city under rigid sanitary regulations. Several members of the existing government had fled, panic-stricken. Mr. Gantt was placed at the head of an improvised board of health, and for more than two months devoted his whole time to matters relating to that service, receiving the fullest co-operation from Mayor Barry, who had remained faithfully at his post until the plague, which had numbered upward of 6,000 victims, was stayed. The last official act of the citizens' committee was to adopt a resolution of thanks to T. T. Gantt for the zealous and efficient manner in which he had gratuitously discharged the duties he had assumed. In 1853 Mr. Gantt was appointed city counselor, serving two years. He was captain of one company of volunteer police which quelled the "Know-Nothing" riot of 1854, and, as growing out of this incident, was author of an act to prevent riots and breaches of the peace, which is still a part of the criminal laws of the State. Later, in 1858, he was prominent in the movement by which the St. Louis county court was abolished on account of maladministration of its affairs, and the board of county commissioners was established, which worked an emphatic reformation for some years. The desired end was not reached, however, until the complete separation of city and county took place, under spe-

cial provisions of the State Constitution of 1875. Mr. Gantt was a member of the convention which framed this constitution, and as such, through the committee on legislative department, proposed and carried the measure mentioned. The new constitution created the St. Louis Court of Appeals, and Mr. Gantt was appointed by Governor Hardin its presiding judge. On the various questions adjudicated by this court during his service on the bench, terminating January 1, 1877, more than one hundred opinions bear testimony to his learning and discriminating judgment. At the close of his judicial term Judge Gantt returned to his practice at the bar. In the controversies preceding the Civil War, though always residing in a slave State, Judge Gantt opposed without reserve the doctrine of secession. At the election in January, 1861, for delegates to the State Convention, called to consider the relations of Missouri to the Union, he was elected a delegate on the unconditional Union ticket by an overwhelming majority, and of that body he was an influential member. Notwithstanding his physical infirmity, being offered a commission as colonel in the army, he served on McClellan's staff as judge advocate, and subsequently in the field, until July, 1862, when, his health failing, he resigned and returned to St. Louis. Soon afterward he was appointed Provost Marshal-General of Missouri, but was relieved in November, 1862. Although a pronounced Unionist, Colonel Gantt was never a radical, as that term was understood in Missouri. On the contrary, he bitterly opposed the "Drake Constitution" and the test-oath of loyalty, sustained the policy of President Andrew Johnson, and co-operated with such men as Blair, Broadhead and Glover in their political action. To an intellect clear and comprehensive he added superior professional and literary culture, adorned with unusual acquisitions in the branches of science and art. To courage absolutely fearless was united the gentleness of a most charitable nature. As a lawyer he attained the very first rank, not only before the courts of Missouri, but at the bar of the Supreme Court of the United States, whose reports attest not only the great number of his cases, but the importance of their character. His briefs, as well as his oral arguments, evinced the truth of Cicero's remark that there is no branch of knowledge which is not at some time of use to the pleader of causes. His thorough acquaintance with the law, in whose knowledge he was equipped in an unusual degree, was supplemented by a learning rarely rivaled in the sciences, in letters and languages. He had the "tough faculty of reading" to a degree that never fatigued him, and to this was added a prodigious memory and an exquisite taste in prose and poetry which attracted him always to the highest standards. His power of assimilating and applying what he read and learned gave a marked attraction, charm and instruction to his writings and his utterances. Great as were the gifts of his mind, his moral attributes were still more striking. His whole career was distinguished by lofty conduct and a detestation of all that was mean and dishonorable. He did not seek the highest fields of ambition or cultivate any of the arts by which a spurious fame is often won, but in an unostentatious but outspoken and fearless way, his advocacy of the right, his support of reform and cleanness in government, and his intelligent and forceful opposition to corruption and bad systems by which evil government is fostered made him of inestimable service to the city of St. Louis and the State of Missouri. No man ever served his friends in a more zealous, efficient and unselfish way. A large portion of his time was spent in such disinterested service, and the people so indebted to him for gratuitous assistance would form a large clientele. His influence, his aid, his learning were always extended to the younger members of his profession, whose praises of him are still constantly heard in unstinted terms of gratitude, affection and admiration. He died June 17, 1889. The daily papers contained high eulogies upon his character, and appropriate action was taken by the bench and bar.

Garay, Francisco de, Spanish explorer, died in Mexico in 1523. He was a companion of Columbus on his second voyage; was afterward famed for his opulence, and became Governor of Jamaica. In 1519 Alvaro Alonso de Pineda commanded a fleet of four ships, which were sent out by Garay to Yucatan. The ostensible object of the voyage was to search for a strait west of Florida, but pecuniary gain was the real purpose. The strait was not found, and the ships, turning toward the west, explored rivers and ports, and communicated with the inhabitants. They



Thomas T. Gantt

finally reached Vera Cruz, and a pillar was set up between that place and Tampico to commemorate the discoveries of Garay. After eight months of exploration the navigators took possession of the region for three hundred leagues along the coast in the name of the crown of Castile. The Mississippi, then called "Espiritu Santo," was shown distinctly on the maps of Garay's pilots. When Charles V examined the account of the explorer a royal edict was issued in 1521 granting Garay the privilege of colonizing at his own cost the region he had discovered, the limits of the grant being to a point south of Tampico and the extreme discovery of Ponce de Leon, near the Alabama coast. This did not satisfy Garay, and in 1523 he lost fortune and life in a personal dispute with Cortes for the control of the region on the River Panuco.—("Appleton's Cyclopedia of American Biography.")

Gardner, Abraham Miller, lawyer, was born December 16, 1816, at East Hampton, Long Island, and died in St. Louis, September 29, 1893. His parents were Jeremiah and Mary Gardner, both of whom were born on Long Island. The family to which Mr. Gardner belonged came to this country originally from England and settled on what became known as Gardner's Island. The founder of the family in this country was Lion Gardner—or, as he spelled it, "Gardiner"—who some years after his arrival in America removed to East Hampton, where successive generations of his descendants continued to reside. When Abraham Gardner was about seven years of age his father removed to Montgomery County, New York, settling on a farm a few miles from the village of Canajoharie. There the son grew up and obtained his early education in the village academy. He then completed a course of study at Union College, and afterward studied law in Buffalo, New York, under the preceptorship of Messrs. Smith and Thompson, eminent lawyers of that city, then practicing in partnership. Immediately after his admission to the bar Mr. Gardner came to St. Louis, and in the year 1842 began the practice of his profession in this city. In 1847 he was elected city attorney of St. Louis, and held that office for four years. This was the only public office which he ever held, with the exception of that of collector of the port of St. Louis, to which he was appointed to serve out the unexpired term of his brother, Samuel H. Gardner, who died while holding the office. During his residence of fifty years in this city Mr. Gardner was all the time in active practice, and gave to his professional duties the closest attention and the most thoroughly conscientious effort. For many years he was one of the recognized leaders of the bar, and was especially well known as a capable and successful corporation lawyer. There was nothing of the politician about him, and although he was a believer in the principles of the Democratic party, he never entertained a view that it was his duty to vote for, or exert his influence to secure, the election of an unworthy man to office simply because he happened to belong to the same political party as himself. From 1845 until the close of his life he was connected with the congregation of the Second Presbyterian Church, attending it first under the ministry of Rev. Dr. William Potts. Later he united with the church under the pastorate of Rev. Dr. Samuel J. Niccols, and when in the city was never absent from the church services unless prevented by illness. Soon after his coming to St. Louis Mr. Gardner became connected with the Library Association, which in later years was merged into the Mercantile Library Association, and he was, therefore, in a sense, one of the founders of that splendid institution. He was a subscriber to the funds of the various charitable institutions of the city, and aided these institutions in numerous ways, taking a deep interest always in their welfare and advancement. Genial in disposition and fond of social intercourse, he had many friends in the circle in which he moved, and enjoyed the highest esteem of all those with whom he was brought into contact as a practitioner of the law. He was a member of the University Club, and enjoyed the warm friendship of many of the scholarly men who were brought together in that connection. He was married, in July of 1845, to Miss Eliza C. Palmer, of Buffalo, New York. Three daughters were the children born of their union, two of whom were living in 1898. They were Mrs. C. H. Semple, of St. Louis, and Mrs. Eliot C. Jewett, of Monterey, Mexico.

Garesche, Alexander J. P., lawyer, was born March 1, 1822, at Matanzas, in the Island of Cuba—where his father was then

stationed as United States consul—and died in St. Louis, November 10, 1896. His father was Vital M. Garesche, and his mother's maiden name was Mimika Louisa Bauduy. In the paternal line he was descended from an old Huguenot family of the Department of Saintonge, France, the family records going back to the year 1635. His grandfather settled in Santo Domingo in 1740, but having lost his plantations at the time of the negro insurrections in that island, he returned to La Rochelle, France, in 1792, coming from there to Philadelphia in 1811, and founding the American branch of the family. Vital Garesche, the son of this ancestor, and father of Alexander J. P. Garesche, was married, in 1809, to Miss Bauduy, daughter of Peter Bauduy, who was also from the Island of Santo Domingo, and whose rich estates had also been confiscated in the negro insurrections. In 1814 Vital Garesche was a member of the Delaware Light Artillery, and became a warm personal friend of General Andrew Jackson. During General Jackson's administration as President he was twice appointed examiner of Western and Southern land offices, and formulated the system of keeping accounts which protected the government against the extensive frauds which had previously been perpetrated in the land department. Making his trips on horseback through what was then a sparsely settled country, he subjected himself to such exposure that the seeds of disease then sown resulted in his death, in the city of Havana, Cuba, in 1844. His wife died in St. Louis in 1855. Alexander, the son, was fitted for college at a boarding school in Wilmington, Delaware, and was then sent to Georgetown College. When his parents removed to St. Louis in 1839 he accompanied them, and took his collegiate degree from St. Louis University in 1842. Immediately afterward he began the study of law under the preceptorship of the eminent jurist, Judge Thomas T. Gantt, and in 1845 was admitted to the bar. Entering at once upon the practice of his profession, he was soon afterward elected city attorney, that being the only public office he ever held. Thereafter he had a long and honorable career at the bar of this city, being especially prominent as a general practitioner and in the conduct of probate business. His success brought many clients who could pay nothing, and his warm and generous sympathies caused him to give to such clients the most kindly consideration, and to render professional services where there was no hope of pecuniary returns. A memorial of the St. Louis bar, prepared at the time of his death by those who had been most familiar with his life and services, said of him: "He was a man of true courage, indomitable pluck, untiring industry, great perseverance and unswerving integrity; and as he brought these qualities to bear on any case in which he embarked, he was eminently successful. He was possessed of a big heart and a soul intolerant of oppression. When he recognized a wrong he thought the law should challenge and defeat he threw aside all fear and love of ease and fought it to the death; and in defense of no cause was he more earnest, or did he become more distinguished, than in that of individual liberty. This was eminently illustrated in the celebrated cases of Charlotte v. Chouteau, and the State v. Cummings. The former case was brought by him for a negress, who sought to establish her freedom by right of birth. He tried the case twice in the circuit court and twice in the Supreme Court, and it was finally decided, in 1862, in favor of his client. In this case his opponent was Colonel T. T. Gantt, his former preceptor. The case of the State v. Cummings was one in which the defendant, a Catholic priest, was arrested, tried and convicted at Bowling Green for performing certain functions of the priesthood without having taken the oath prescribed by the "Drake State Constitution" of 1865. On appeal to the Supreme Court the judgment was affirmed, but, taking the case on a writ of error to the Supreme Court of the United States, Mr. Garesche obtained the assistance of David Dudley Field, Reverdy Johnson and Montgomery Blair, and there, in 1867, secured a reversal of the judgment and the discharge of the prisoner. In the opinion rendered by the court it was held that the oath required to qualify one to practice law, or to teach, preach or solemnize marriages as a priest, minister or clergyman of any denomination or persuasion, was illegal and void as a bill of attainder and *ex post facto* law, and contrary to the Constitution of the United States. Mr. Garesche himself refused to take the prescribed oath and continued his practice, boldly challenging the right of the State to thus restrict the liberties of its citizens. At the beginning of the Civil War he was a member of the Na-

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Jos Garneau

tional Guard of Missouri, and held the position of judge advocate in the First Regiment, which was captured by General Lyon at Camp Jackson. He was paroled immediately after the capture and took no part in the Civil War, being opposed to the secession movement, although he believed that the Southern States had a right to maintain the institution of slavery. In politics he was an unswerving Democrat, and was frequently invited during political campaigns to canvass the State in the interest of his party. As a churchman he was a devout and consistent Catholic, ever ready with his voice and pen to defend his church. Without fee, he was the adviser, counselor and advocate of many of the religious orders of the city and a hard-working member of various charitable organizations. To quote again from the memorial of his associates at the bar: "The widow and the orphan, the forlorn and the oppressed found in him a friend. He not only gave them of his time, but also of his means. He was a man of generous emotions, genial and full of gentle and kindly feelings. Yet his charity and benevolence was not confined to any class or creed. He was too earnest to be less than scrupulously honest, and too brave to evade a duty or suppress a free and manly thought."

Garland, Hugh A., lawyer and author, was born in Nelson County, Virginia, in 1805, and died in St. Louis in 1854. He was educated at Hampden-Sidney College, and after his graduation became professor of Greek at that institution. During the year 1830 he studied literature and law at the University of Virginia, and then began the practice of law at Boydtown, Virginia. Two years later he was elected a member of the Legislature of that State and served his county five years in that capacity. About 1840 he retired to rural and literary pursuits, but having lost his property through unfortunate business ventures, he removed to St. Louis, and resumed the practice of law in 1845. He was author of the "Life of John Randolph."

Garneau, Joseph, manufacturer, son of Pierre and Marie Anne (Simon-Lafleur) Garneau, was born February 29, 1808—leap year—at Charlesbourg, near Quebec, Canada, and was baptized at the Basilica in the latter city. The Garneaus emigrated from France to Canada in 1655. The name has been spelled differently through several hundred years, the descendants now living in France spelling it "Garnault," the Canadian branch, "Garneau." The French spelling appears in Garnault Place, London, a prominent member of the family having moved there in the early part of the present century. Beginning with the generation preceding the advent of the family to America, the family tree is as follows: Pierre Garnault—Jeanne Barault; Louis Garneau—Marie Mazone, 1663; Jean Garneau—Louise Huot, 1698; Jean Baptiste Garneau—Elizabeth Renault, 1736; Jean Garneau—Catharine Auclair, 1769; Pierre Garneau—Marie Anne Simon-Lafleur, 1797, and Joseph Garneau—Mary Louise Withington, 1855. Mr. Garneau thus represented the fifth generation born in the new world within the space of slightly less than one hundred and fifty years. The family flourishes at the present day in France. Perhaps the most eminent member of the European branch is M. Emile Garnault, of La Rochelle, who is archivist secretary of the Chamber of Commerce of that most important seaport. The family, starting—as did the early colonists of all nationalities—in an humble way, has reflected great credit upon itself. The only noteworthy historian that Canada ever possessed was Francois Xavier Garneau, a cousin of Joseph Garneau, and his schoolmate at Charlesbourg. His "Histoire du Canada"—with an English translation by Andrew Bell, of Toronto—is a mine of information on the interesting events of Canadian history up to 1866. It is at present being revised by the author's son, M. Alfred Garneau, the most eminent French-Canadian literateur now living. Joseph Garneau remembered well what an apt scholar the future historian was when with him at school. Another cousin at present living in Quebec is the Honorable Pierre Garneau. He has been prominent in Canadian politics for many years, and received the title, honorable, from Queen Victoria some years ago while an ardent supporter of the Conservative party. He was at one time Premier of Quebec. He is president of the largest wholesale dry goods company in Canada—Pierre Garneau, Fils et Cie.; president of the Quebec Steamship Company, running from New York to the West Indies, and a director in the Richelieu & Ontario Navigation Company, which has a practical monopoly of steamer traffic on the St. Lawrence River. Mr. Gar-

neau was also connected by marriage with Sir Alexander Lacoste and family, the former now chief justice of the Queen's bench. The title of knight was conferred upon him by the Queen. He is also connected by marriage with the Taschereau and De Lotbiniere families, of the Province of Quebec. The Garneaus have not been as numerous as some other families in Canada, but have all sprung from the original Louis Garneau, the only one of the name to arrive in the new world from France. Joseph Garneau was the first of the name to make his home in the United States. And his efforts in reaching the "Promised Land," as often told by him to members of his family, exhibit a courage and endurance not often met with nowadays. As an "ancien ami" not long ago remarked: "Such men as he are not born nowadays; nor do they live."

Joseph Garneau received his education at the parish school at Charlesbourg, and had as one of his classmates Francois Xavier Garneau, as above mentioned. He very often told of the school benches and extremely high desks one sees now only in prints and engravings; of how class was dismissed at 5 o'clock in the evening, by candle light in winter, and how the boys were chastised with a ruler. Of course, the school adjoined the church and was directly under the eye of the cure. The misbehaved boy was made to wear the dunce-cap and stand on a chair with his face to the wall. Leaving Quebec in 1829, Mr. Garneau went to Montreal, then a fair-sized city with about 40,000 inhabitants. He then went south to Rouse's Point and Plattsburg, New York, on Lake Champlain, where, only fifteen years previously, the battle of Plattsburg had been fought on the lake between the British and Americans, in which the latter were victorious. From Plattsburg he crossed the lake to Burlington, Vermont, and thence went to Albany, New York, and from there to New York City. It was in New York that he recognized the profitableness of the cracker business, which was a new idea just imported from England, and he decided to learn it and embark in it on his own account. His six months' residence in that city as an apprentice to the business he considered as sufficient. As the Western fever was very prevalent, he cast a longing eye in that direction, with Pittsburg as an objective point. That place was looked upon then as Denver might be now—in the far West—and any one who ventured further than the Mississippi was regarded as decidedly venturesome. The tedious journey of over five hundred miles to Pittsburg, by canal boat the greater part of the way, occupied a month. While there he made the acquaintance of the late William Patrick, afterward city treasurer of St. Louis, with whom he went to dancing-school, and who was his lifelong friend. Mr. Patrick and he were later next-door neighbors on Washington Avenue, in St. Louis, for many years, and often recalled their Pittsburg experiences when the United States were young. After a short stay in that place he started out for St. Louis, by way of Dayton and Cincinnati. Arriving at Dayton he found that no stage left for Cincinnati at the time that he desired to go, so he decided to proceed on foot. He accomplished the distance of over sixty miles from sunrise to sunset of one day. From Cincinnati he came to St. Louis by boat, in those days the best means of transportation, reaching here in the summer of 1831. For a short time thereafter he managed a cracker factory for Page & Bacon, bankers, and in the following year engaged in the business on his own account, on Vine Street, between Second and Third. He then moved to Eighth and Washington Avenue, where he built a row of houses, adjoining which was the factory. Then he moved to Sixteenth and Morgan Streets, where he again built another row, adjoining which was the new factory, the first in the West to be operated by steam. In the winter of 1859-60 this factory burned down. He rebuilt, but in a short while leased the factory to H. V. Kendall for a term of two years, at the end of which time he again took active charge of the business. In the summer following he went to New York to purchase the patent reel-oven, now in general use, being the first one to adopt it in the West. The government was always one of his best customers, and he received as a regular thing the government contracts for "hard-tack" for the army and Indians. In 1864 he was awarded a single contract for 6,000,000 pounds of "hard-tack" for the Union forces, by far the largest order of its kind ever awarded by the government. He bought up all the flour he could find available in the city at the time to make the goods, filling 120,000 fifty-pound boxes and running the factory at its full capacity, night and day, for two months in order to complete the contract. After the war he also

supplied the Indian stations and army posts throughout the country, in addition to his constantly growing regular trade. In the latter seventies he associated with him in business his two eldest sons, James Garneau and Joseph Garneau, Jr. The firm continued as Joseph Garneau & Co. up to 1881, when Mr. Garneau retired from business. In 1883 he wisely built a factory in the rapidly growing city of Omaha, Nebraska, the control of which he placed in the hands of the above-named sons. This plant was a flourishing one under his ownership up to the time of the formation of the American Biscuit & Manufacturing Company in 1891. The latter is composed of most of the cracker factories in the West, and prior to its formation Mr. Garneau bought up a plant each in Wichita and Atchison, Kansas. These, as well as the Omaha plant, were included in the consolidation, and Mr. Garneau at the time of his death was consequently one of the heaviest stockholders in that company. During his business career he shipped goods as far north as British Columbia; south to Trinidad and Cuba; west to California, and east to Charleston, South Carolina, and Wheeling, West Virginia.

On February 29, 1892, was celebrated with a family reunion one of the most interesting events of his life, namely, his twenty-first birthday, or coming of age, in leap year, he being on that date just eighty-four years of age. Mr. Garneau was the only one in the city at that time with whom such a singular circumstance was associated. In the fall of 1894 he began to feel the effects of the uraemic troubles which caused his death. During the winter of 1894-5 he was confined to his home under constant medical attention. During the following spring he began to sink, and at last succumbed on July 23d, at 5 p. m., in the presence of his family and his spiritual adviser, who administered the last sacraments to him.

Mr. Garneau never served in the army, nor held nor ran for a public office. His career was a strictly commercial one, and as a resident of St. Louis for sixty-four years he saw it increase a hundredfold, from a small frontier town of 6,000 inhabitants to a metropolitan city of 600,000 people. Successful in life, respected by his fellow-citizens, he has passed to another life, where good deeds are amply rewarded. He became a citizen of the United States in the early fifties, and in presidential elections always voted the Democratic ticket. In city and State elections he always voted for the man in his opinion best qualified to fill the office, irrespective of party. He always considered Andrew Jackson the best President we ever had with the exception of Washington. Mr. Garneau was from birth a strict Catholic. Like all French Canadians, he never forgot his religion, notwithstanding his numerous friendships among members of all denominations. His donations of money and the products of his business were both numerous and extensive, not only to Catholic organizations, but also to those of other denominations. He was on committees for assisting different orders of nuns and sisters to locate at St. Louis at various times. Throughout life he was always a liberal donor to the orphans, both white and colored, and they showed their appreciation of his charity by the presence of a great number of them at his funeral. He was never a member of any fraternal organization.

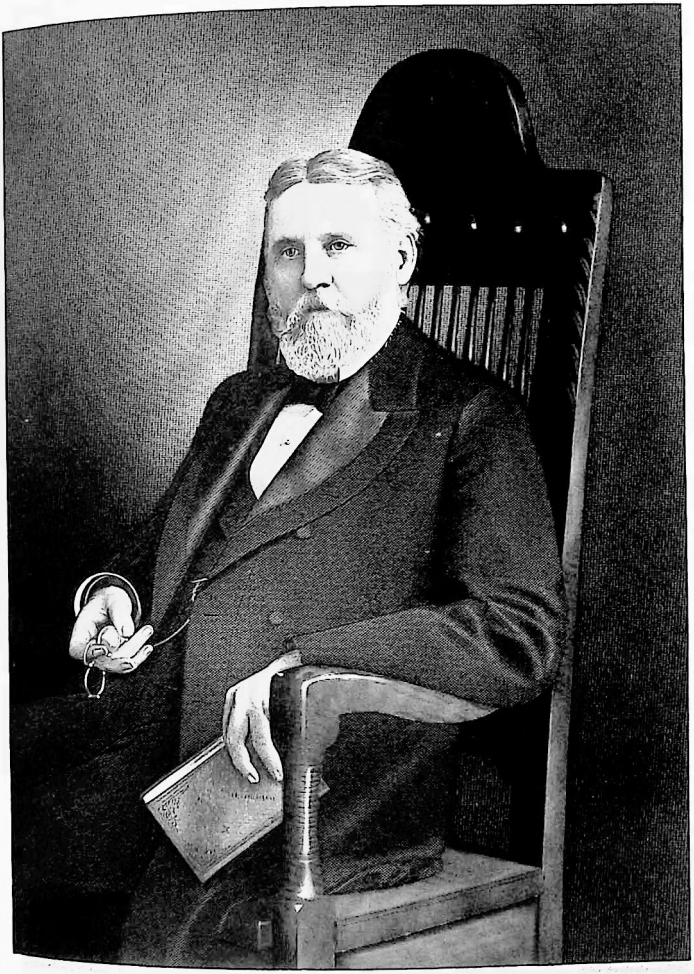
In 1855 Mr. Garneau married Mary Louise Withington, of Franklin County, Missouri. The Withingtons are one of the oldest families in this section of the State, having settled in Franklin County in 1820. They were granted numerous land patents by Presidents Madison, Monroe and Jackson, many of the sheepskin documents with original signatures tures of these executives being still in the possession of the family. Their land holdings at one time comprised a large part of Franklin County and a part of Southwest St. Louis County. Mrs. Garneau's family is connected by relationship and marriage with some of the best families of the State and the city of St. Louis. Mrs. Garneau's father was born in Maryland of a family prominent in the history of that State. Her mother was a Miss Twitty, from Rutherford County, North Carolina, and nearly related to the Calhouns and Hamptons. Mr. Withington was an extensive slave owner before the war, and a number of his negroes are still living on or near the old estate.

Eight children were born to Mr. and Mrs. Garneau, six of whom are still living. They are, Joseph, James W., Clemence E., Pierre A., John B. and Henri C. Garneau.

Garrison, Daniel R., manufacturer and railroad manager, was born November 23, 1815, in Orange County, New York. He

learned the machinists' trade as a boy, and worked at it in Pittsburg, Pennsylvania, prior to his coming to St. Louis. He came here in 1835 and took employment in the foundry and engine works of Kingsland, Lightner & Co. Five years later he formed a partnership with his brother, Oliver Garrison, and began the manufacture of steam engines and steam machinery of all kinds in St. Louis. This enterprise proved successful, and in 1840 the brothers sold out their foundry and machine works and retired from this branch of industry with handsome fortunes. When the Ohio & Mississippi Railroad enterprise was set on foot Daniel R. Garrison became identified with it, and was one of the moving spirits in advancing the road to completion. Afterward he took the vice-presidency and general management of the Missouri Pacific Railroad, and occupied that position during the Civil War, and until 1870. When the Missouri Pacific and the Atlantic & Pacific roads were consolidated he was made vice-president and general manager of the consolidated interests, and served in that capacity until the property passed into the hands of Jay Gould. Later he built the Vulcan Iron Works of South St. Louis, and in company with others the Jupiter Iron Works, which were afterward consolidated as the Vulcan Iron & Bessemer Steel Works.

Garrison, James Harvey, clergyman, editor and author, was born on the 2d day of February, 1842, near Ozark, in what was then Greene — now Christian — County, Missouri. His maternal grandfather, Robert Kyle, was an Irishman, who migrated to this country from the North of Ireland soon after the Revolution, and located in Virginia. He was a soldier in the War of 1812, and died of sickness contracted in the army. His paternal grandfather, Isaac Garrison, was a North Carolinian, who migrated to East Tennessee about the beginning of the present century. His parents, James and Diana (Kyle) Garrison, moved from Hawkins County, East Tennessee, about the year 1835, and located in Southwest Missouri, at the place above mentioned. In his early youth, James Harvey Garrison attended school at Ozark and became an adept in reading and spelling at a very early age. When eleven years old, his parents moved to a new and then unsettled part of the country, near where Billings is located. Here school advantages were scant, and hard work in opening a new farm took the place of study for a few years. At the age of fifteen years he made a public profession of religion, and united with the Baptist Church, of which his parents and grandparents before him were members, and began to take an active part in religious meetings. About this time a Yankee school teacher, C. P. Hall, came into the neighborhood, and taught an excellent school for several terms, of which the subject of this sketch was a constant member, missing only a part of one term, to teach a district school, when he was sixteen years of age. The outbreak of the war found him again at Ozark, attending a high school, taught by the Yankee teacher above referred to. The excitement following the firing on Fort Sumter caused the discontinuance of the school, and he identified himself with a company of home guards, whose rendezvous was Springfield. After the battle of Wilson's Creek, he enlisted in the Twenty-fourth Missouri Infantry Volunteers, was soon promoted to the rank of first sergeant, and was wounded quite severely on the evening of the second day of the battle of Pea Ridge, in March, 1862. He raised a company for the Eighth Missouri Cavalry Volunteers as soon as he was able to perform active duty, and was commissioned as captain September 15, 1862. He continued his services in the Union Army until the close of the war, participating in several battles, acting as assistant inspector-general of his brigade for more than a year, and being promoted to the rank of major for meritorious service during the last year of the war. When mustered out of the army in St. Louis, in 1865, he entered Abingdon College, in Abingdon, Illinois, and graduated in 1868 as bachelor of arts. One week after his graduation he was married to Miss Judith E. Garrett, of Camp Point, Illinois, who graduated in the same class with him, and who has been to him all that a faithful and affectionate wife can be to her husband. He entered college for the purpose of devoting himself to the law, but during his college course he changed his denominational allegiance and identified himself with the Disciples of Christ, a fact which changed all his plans. He at once began preaching, and in the autumn of 1868 located with the church at Macomb, Illinois, to share the pulpit with J. C. Reynolds, who was publishing and editing "The Gospel Echo" at



J. W. Garrison

that place. A partnership was formed with Mr. Reynolds, beginning with January 1, 1869, by which he became one of the editors and publishers of that magazine. This was the beginning of his editorial career, which continues to the present. In 1871 "The Christian," of Kansas City, Missouri, was consolidated with "The Gospel Echo," and Mr. Garrison moved to Quincy, Illinois, where he published the consolidated paper under the title of "Gospel Echo and Christian," at first, later as "The Christian," and still later as "The Christian-Evangelist." In the year 1873 a joint stock company was organized and incorporated as "The Christian Publishing Company," and "The Christian" was moved to St. Louis, and was issued from this city from January 1, 1874, under the auspices of the Christian Publishing Company, with J. H. Garrison as editor-in-chief. He has resided in St. Louis ever since, with the exception of two years spent in England, when he was pastor of the church at Southport in 1881 and 1882, and almost two years spent in charge of a church in Boston, in 1885 and 1886. His connection with "The Christian-Evangelist," however, has never ceased. His temporary absences from the office were the result of ill health, brought on by too close confinement to office work. He is also the author of several popular works, as "The Heavenward Way," a book for young Christians; "Alone with God," a devotional work, which has had a remarkable sale; "The Old Faith Restated," and "Half-Hour Studies at the Cross," besides a number of smaller booklets.

Among the Disciples of Christ, James H. Garrison has been for nearly a generation looked upon as a leader. Since first coming into contact with this religious body, he has been filled with its spirit of reformation. The Disciples propose the reunion of Christendom by the abandonment of all things human and divisive, and the restoration of primitive Christianity. They build their churches on the simple, apostolic basis of fellowship, repentance of sins, faith in Christ, baptism in His name, and a godly life. Perhaps no one in the ranks of this reformatory movement has grasped or held more firmly the essential principles underlying it than has Dr. Garrison. Such a man is, in some measure, a product of his time; but on the other hand, he brings an original contribution to the thought of the time in which he lives and makes institutions as much as he is made by them. A study of the character of this servant of God and humanity reveals that cluster of traits to which most successful men owe their success, as well as those that are more distinctive and personal. Though unflinchingly loyal to his own church, he is not bigoted or partisan, nor could he be; for one of the dominant characteristics of his mind is breadth of view. His horizon is not narrow, neither is it filled with the clouds of doubt and prejudice. He sees widely, but none the less clearly. He is possessed likewise of a well-balanced judgment and a mind in which the analytical and the synthetical are nicely joined. This is clearly demonstrated in his work as editor of a great religious journal, which must of necessity deal with many delicate and difficult questions, and maintain the "*status quo*" among minds of every type. A fundamental requisite in the leader of a movement so comprehensive and revolutionary as that of the Disciples is a conciliatory temper; this Dr. Garrison has in a most remarkable degree. He is not easily disturbed by opposition, criticism, or misrepresentation. He understands thoroughly the great plea to the advocacy of which he has given his life, and he is entirely familiar with the strength and weakness of other religious bodies; he interprets readily and with prevailing accuracy the signs of the time, and illustrates admirably that absolute intellectual freedom and independence of thought, which marks so strongly the Disciples of Christ. One who occupies such a position can very easily afford to be catholic, if, indeed, the very logic of his position does not compel it. We think, however, that Dr. Garrison's sweetness of spirit and grace of manner is a personal endowment, cultivated and strengthened by fellowship with the great Master. Owing to the fact that the Disciples have no ecclesiastical court or authority, many matters which in other communities are appealed, are, among the Disciples, carried before the brotherhood at large through the medium of the religious press. Their absolute congregationalism lays with other responsibilities and burdens upon men who, like Dr. Garrison, are by their nature and information fitted to advise and direct. This will account in some measure for the heavy demand on his time and strength made by churches and interests with which he does not stand immediately connected, a demand which at once attests his

wide influence and strengthens it. In the pulpit Dr. Garrison is dignified, instructive and uplifting. He has the eloquence of matter, rather than manner, though at times there is in his sermons a beautiful blending of the rhetorical and the logical. He speaks as he writes, with clearness, earnestness, and convincing power. His keen appreciation of a joke, even when he himself is the victim, is shown by a remark made to the writer: "People who have heard me preach have said that I ought never to leave the editorial desk, while those who have read my editorials have said that I ought not to write, but preach." His wide reading and extended travel, together with his sincerity and common sense, and a dash of wit, which he probably inherits from his Irish ancestry, made Dr. Garrison a most interesting conversationalist. But, unlike many brilliant talkers, he is equally brilliant as a listener. His brother ministers have often remarked on his close, apprehensive and helpful attention, even when to themselves their sermons seemed to drag. He has never entered into any undertaking, whether as preacher or editor, with a view, primarily, to gain; and yet so valuable have been his services, and so discreet his management of affairs, that he has become, not rich, but well-to-do. As might be expected, however, this has merely enabled him to contribute to the various missionary, benevolent and educational enterprises of the churches with regular and increasing liberality, far surpassing that of many men who are called rich. Few toilers in any field are more industrious and fruitful than Dr. Garrison. He has given himself heart and soul to his tasks, toiling often when his health was already undermined by over-work, and imperiling his life for the cause he loved. While keenly alive to the decay and the discord in society, he is, nevertheless, an optimist, because of his triumphant faith in a benevolent, heavenly Father. Among the men of excellent spirit and sweet temper, the seers of their age, the moulders of opinion and the inspirers of progress, the name of James H. Garrison must be written with the first. His spirituality is strong, a fact which impresses one the very instant he comes into the presence of the man. His book, "Alone with God," ranks as a classic in devotional literature, and is helping thousands to the serene heights its author occupies, not simply on occasions, but as the very temper and habit of his soul.

Dr. Garrison is now, 1898, editor of the "Christian-Evangelist," and president of the Christian Publishing Company. He travels extensively, but his residence is now and has been for many years in St. Louis. Dr. and Mrs. Garrison have the enviable reputation of having built a home which is filled with loveliness.

Gasconade Bridge Disaster.—The completion of the Pacific Railroad to Jefferson City was an event of great importance to the people of St. Louis, and arrangements were made to celebrate it in a fitting manner. Accordingly, on November 1, 1855, an excursion train bearing the railway officials, the mayor and city council of St. Louis, two military companies and a large number of the most prominent people in the city, started for the State capital, where a grand public dinner was to be served, and the opening of the road celebrated with due ceremony. What was intended to be a joyous demonstration was, however, turned into a season of general mourning by an accident at Gasconade River. The bridge spanning that stream, which had not been fully completed, but which, it was thought, would carry the train safely over, gave way under the strain put upon it, and precipitated the locomotive and all but one of fourteen passenger cars into the water, thirty feet below. The result was appalling, twenty-eight persons being killed outright, and more than thirty seriously injured. Among the killed were Thomas O'Sullivan, chief engineer of the Pacific Railroad; Rev. Dr. Bullard, pastor of the Second Presbyterian Church, and Rev. John Teasdale, pastor of the Third Baptist Church, of St. Louis; Mann Butler, the eminent Kentucky historian; Henry Chouteau, E. C. Yosti, E. Church Blackburn, and other prominent citizens of St. Louis. Immediately following the crash, and while the work of extricating the dead and wounded from the wreck was going on, a heavy rain and thunder storm prevailed, and survivors of the catastrophe remembered the scene as one weird and awful beyond description.

Gas Explosion.—A terrific explosion occurred on the afternoon of July 26, 1892, near the intersection of Fourth Street and Chouteau Avenue. At that time three muffled reports were heard in the neighborhood, and a chasm, fifteen feet in width, and extend-

ing along portions of several blocks, suddenly opened. Three persons were killed by the disaster, which was attributed to the generation of gas in Mill Creek sewer.

Gas Lighting.—The lighting of cities is one of the achievements of modern civilization, brought about, as so many other similar achievements, by the necessities of the age. The ancients seem never to have discovered methods of lighting their cities, probably because they did not need such a thing. They were accustomed, even in the great cities of Greece and Rome, to retire to rest soon after dark, leaving the streets dark, indeed, but deserted, as there was nothing going on, either in the way of business or pleasure to draw the population out. On rare festal occasions they managed to produce something of an illumination as an accompaniment, but there was no illumination of streets before the Third Century of the Christian era, when we hear of it in the oppulent and profligate city of Antioch. In the year 505 it prevailed in Edessa, as we know from records that have been preserved, and it is probable that it had become the custom in all large cities. But it was lost in the Middle Ages, and we hear that it was difficult and dangerous to walk the streets of European cities at night, in medieval times. Paris is said to be the first modern city lighted at night, in 1524, though the honor has been claimed for London, in 1414. The Hague was lighted in 1669; Hamburg in 1672, and Berlin in 1679. This was not gas lighting, for only oil lamps were used. The first gas works were constructed in London in 1798, and it was not till nearly ten years later, in 1807, that the first street, Pall Mall, was lighted with gas. Six years later, in 1813, Westminster Bridge, in London, was lighted, and in 1816 gas lighting was general in that city. The new method extended rapidly over Europe and to New York, Boston, Philadelphia, and other cities that could afford it. It was in 1837, fourteen years after St. Louis received its first city charter, that the first step toward gas lighting was taken. The St. Louis Gas Light Company was incorporated, with authority to establish works in the city for manufacturing gas for lighting purposes. Four years afterward the erection of works was begun, but the enterprise was so sluggish that it was not until 1846 that a contract was made by the city with the Gas Company, the company agreeing to furnish gas at a specified price, and the city to have the right to purchase the works, thirty years after January 1, 1840, and at the end of every five years thereafter, at its option. Under this arrangement the construction of the works was pushed rapidly forward, and on November 4, 1847, the city was lighted with gas, and the lighting continued until the year 1869, when the city asserted its rights to purchase the works. At the beginning, the consumption of gas was small, being only 6,600,000 cubic feet in the year 1848, the city having a population of 55,000. But after this year the population of the city rapidly increased, and so did the consumption of gas by the citizens. In 1868 the quantity consumed was 247,480,000 cubic feet. The assertion by the city of its purpose to purchase the gas works at the expiration of the first thirty years period, on January 1, 1870, was attended by some delays, which led to a new contract between the city and the St. Louis Gas Light Company, and the Laclede Gas Light Company, a new company that had been organized, by which there was a division of territory between the two companies, and the litigation in the courts should be abandoned. The compromise did not prove satisfactory, and suit was begun again. In 1876 the St. Louis Gas Company's works were put into the hands of a receiver, but three years later, in 1879, there was a Supreme Court decision rendered, adverse to the city, which restored the works to the company, and it continued to supply gas to that portion of the city south of Washington Avenue, under a division of the territory, which gave the northern half of the city to the Laclede Company. The Carondelet Gas Company, organized in 1857, had for its object the supplying of gas to Carondelet at the time when it was a city of itself, but after the incorporation of Carondelet with St. Louis the Carondelet Company became an important third organization, along with the St. Louis Gas Light Company and the Laclede Gas Light Company, for lighting the city with gas, up to the time when electrical lighting was introduced in 1889.

Gaty, Samuel, pioneer manufacturer, was born in Jefferson County, Kentucky, August 10, 1811. He came of German ancestry, and his forefathers, who spelled the name Getty, were the founders of Gettysburg, Pennsylvania. He was left an orphan at an early

age, ran away from the farmer to whom he had been "bound out," when he was ten years of age, went to Louisville, Kentucky, and there apprenticed himself to a firm of machinists and iron founders. He mastered this trade, and by carefully hoarding his earnings, had managed to save something more than two hundred dollars when he was sixteen years of age. He came to St. Louis in 1828, and in company with two other young men, started a small iron foundry, near the corner of Second and Cherry Streets. This venture did not prove successful, and toward the close of 1829 he returned to Louisville. After working there for a time as a journeyman, he again came to St. Louis and assisted in establishing another iron foundry. He was subsequently head of the firms of Gaty & Coonce, Gaty, Coonce & Morton, Gaty, Coonce & Beltshoover, Gaty, Coonce & Glasby, Gaty, McCune & Glasby, and Gaty, McCune & Co. He became widely known as an iron manufacturer and was a pioneer in various fields of enterprise. He married Eliza J. Burbridge, and reared a large family of children.

Gauss, Charles William, merchant, was born in Goettingen, in the Province of Hanover, Germany, and died in St. Louis in 1879. He was the son of the eminent mathematician and astronomer, Karl Friedrich Gauss, who was appointed professor of mathematics in the University of Goettingen, in 1807, and who was the author of numerous mathematical and astronomical works. Charles W. Gauss grew up in the city of Goettingen, was educated there and in 1837 married Louisa Alletha Fallenstein. Soon after his marriage he came to this country, sailing on a vessel which was over three months in making the voyage across the Atlantic. Arrived in the United States, he pushed his way westward to Missouri, and first rented a farm in St. Charles County. After farming some years successfully, he removed to the town of Glasgow, Missouri, and established himself in the retail dry goods business in that place in the year 1842. At the end of five years devoted to merchandising, he purchased a stock farm in Chariton County, Missouri, and again devoted himself to agricultural pursuits and stock raising, following that occupation until 1856. A large measure of success attended this venture, and having accumulated considerable capital, he came to St. Louis in the year 1856, and embarked in the wholesale boot and shoe trade in this city. From that time until his death he was well known throughout the West as a St. Louis merchant of high character, and acquired a handsome fortune as a result of his enterprise and sagacity. During the earlier years of his life in Missouri, he was identified with the old Whig party, and took a somewhat active interest in politics, but became a Democrat when the "Know-Nothing" party absorbed the party with which he had originally affiliated. He was a man of broad and liberal views, and hence never allied himself with any sectarian denomination, but was, nevertheless, noted for his philanthropic instincts, and his readiness to aid all religious and charitable movements, designed to better the conditions of mankind. CHARLES F. GAUSS, his son, was born in St. Charles County, Missouri, May 30, 1838. He obtained his scholastic training in the schools of Glasgow and Brunswick, Missouri, and was fitted for a business career at Jones' Commercial College of St. Louis. Some of the earlier years of his life were spent on the farm, and he received thorough industrial training in that connection. He was not inclined to make farming his occupation, however, and when he was seventeen years of age his father brought him to St. Louis and obtained for him a situation in the noted wholesale dry goods house of Crow, McCreery & Co. He began with this house as stock and errand boy, and won the commendation of his employers for his faithfulness and efficiency during a year's term of service. At the end of that time he left this house to enter the employ of his father, who had removed to this city, and engaged in the wholesale boot and shoe business. He began as a shipping clerk in his father's house, and at the end of two years' experience in that establishment, entered the employ of Beardslee Brothers as a traveling salesman. He traveled for this house one year, gaining experience and adding to his knowledge of the wholesale trade, and then determined to embark in business on his own account. Forming a partnership with Herman Krausse and H. A. Hunicke, he established the wholesale hat house of Krausse, Hunicke & Gauss, for which his father furnished the major part of the capital, Mr. Krausse being the member of the firm who had had experience in the hat trade. Their business was conducted successfully from the

start, and when Mr. Krausse's health failed, at the end of four years, Messrs. Gauss and Hunicke purchased his interest in the business, and changed the firm name to Gauss, Hunicke & Co. Under this name the business was conducted until its expansion made the formation of a corporation desirable, and the Gauss-Hunicke Hat Company then came into existence. When failing health compelled Mr. Hunicke to retire, another reorganization took place, and the present Gauss-Shelton Hat Company succeeded the old house, and still continues to maintain the good name and high standing among the commercial houses of the city, gained by years of successful business operations and honorable dealings. For more than thirty-five years Mr. Gauss has been a St. Louis merchant, and the history of his business career is a record of steady progression, constantly increasing influence in commercial and financial circles, and growing usefulness as a citizen. As his fortune has grown he has become interested in various enterprises in addition to merchandising, and has been called upon to fill numerous positions of trust and consequence as a corporation official. He was first a director in the old Continental Bank, and later, for some years, vice-president of the National Bank of the Republic. He was one of the founders also and second vice-president of the Union Trust Company prior to 1894, at which time he severed his connection with that corporation. After the death of his son-in-law, Mr. Charles W. Bullen, who had been president of the National Bank of the Republic, Mr. Gauss was elected to the presidency of that institution, accepting it with the understanding that the bank should go into liquidation, and that he would only retain the position so long as it might be necessary to wind up its affairs. An arrangement for such liquidation having been made with the Laclede National Bank, he became a member of the directorate of that bank, and still retains the position. He is also identified with the American Central Insurance Company as a member of its board of directors. Although in no sense a politician, he has taken the interest in political affairs which should always be taken by a citizen striving to promote good government, and until 1893 affiliated with the Democratic party. Since that time, believing that the economic policies of the Republican party are the best adapted to the needs of the country, he has voted with that party. He is a member of the Masonic order, and of the Mercantile Club and the St. Louis Club. He was married in 1861 to Miss Mary Josephine Lamoureux, and five daughters were born of their union. Mrs. Gauss died in 1875, and in 1879 he married Miss Ida H. Smith, of St. Louis. His daughters are now Mrs. C. W. Bullen, Mrs. Samuel H. Young, Mrs. L. G. Kies, Mrs. Joseph P. Annan, and Mrs. George S. Tenney.

Gaylord, Samuel A., was born March 29, 1832, in Pittsford, Monroe County, New York, his parents being of old New England stock. Erastus Gaylord, his father, was a manufacturer in the above named village during the early youth of the subject of this sketch, and there his primary education was obtained. Later he attended college in Rochester, New York. Upon graduating, he for a short period held a clerical position in a mercantile house in Rochester, from which he retired to come west. Arriving in St. Louis in 1849, he at once became an employe of the banking house of George E. H. Gray & Co., with which the veteran banker, James M. Franciscus, was connected. It soon became evident that young Gaylord was eminently qualified for the business he had selected, as after a few years' service with this firm he had made to him an offer of a position in the Boatmen's Saving Institution, now the Boatmen's Bank. This position he held continuously until 1862, a ten years' service, from which he resigned to engage in the banking business with his father and brother, under the firm name of Erastus Gaylord & Sons. After the death of his father the business was continued as Gaylord, Leavenworth & Co., for some time, succeeded by S. A. Gaylord & Co., and now exists as Gaylord, Blessing & Co. During all these years, from 1862 to the present time, 1898, Mr. Gaylord has been recognized as a business man of sound and conservative judgment in his lines. He has made a careful study of all matters relating to investment securities, and will not handle or recommend that which does not meet his conscientious approval. The continued existence of the firms at the head of which he has always appeared is evidence that his course has been that of prudence and a high order of integrity, careful of the interests of his clients at all times. In private life Mr. Gaylord is a thoroughly domestic man. In 1866 he married Miss

Frances A. Otis, of Batavia, New York, by whom he had two children, both dying in infancy. Mrs. Gaylord died in 1876, which was a sad blow to him, as they were a devoted couple. Seven years later, in 1883, he married Mrs. Clara Peterson Billon, widow of Louis C. Billon, who, at the time of his death, was cashier of the Bank of St. Louis, a daughter of Mr. Alexander Peterson, of the banking firm of Rennick & Peterson, in the early days of St. Louis. Those who have the pleasure of a close acquaintance with Mr. Gaylord know him to be the soul of honor and generous to a fault. He makes no ostentatious show of his charities, but his many kind acts and open purse to those he cares to help and provide for are lasting evidences of the depth of his feeling for the unfortunate.

Gehner, August, banker and financier, was born in the city of Hanover, Germany, September 18, 1846, son of Conrad and Mary (Hehman) Gehner. He obtained his early education in his native city, and coming to St. Louis when he was thirteen years of age, completed his studies at the German Institute, in this city. He was still a school boy when the Civil War began, and had been but two years in the United States, but, notwithstanding his youth and his short-lived American citizenship, he had learned to love his adopted country, and in 1862 enlisted as a private soldier in Company L, of the First Missouri Light Artillery. From that date until July 20, 1865, when he received an honorable discharge, at the end of the war, he served continuously with the Union forces, faithful and efficient in the performance of his duties as a soldier and exhibiting a chivalrous devotion to the cause he had espoused, which has been one of his distinguishing characteristics in later life. At the close of his army service he returned to St. Louis to turn his attention to civil pursuits, and, having shown a remarkable aptness at drawing during his school days, accepted a position as draughtsman in the surveyor-general's office, which he filled for three years thereafter. This naturally inclined him toward the realty business, and at the end of his three years' term of service with the surveyor-general he became a clerk in the office of Hurk & O'Reilley, abstracters of titles. Three years with this firm thoroughly familiarized him with the details of the title abstract business, and at the end of that time he opened an abstract office of his own. This was in the year 1871, and his office was located at the corner of Third and Pine Streets, then in the center of the district in which the real estate business was carried on. Later he removed farther west on Pine Street, then to a location on Chestnut Street, and still later to the Wainwright building, in which his business has since been carried on. Under his careful and intelligent supervision the business which he had established speedily grew to large proportions, and it may be said that he has made abstracts of the titles to almost every piece of real property in St. Louis. In everything pertaining to this branch of the realty business he is a recognized authority, and as a banker and financier he is no less prominent. For some years he has been president of the German-American Bank of St. Louis, a monetary institution which has been most admirably managed, and which stands at the head of the banking houses of the city as a dividend-paying institution. In the business and financial circles of St. Louis Mr. Gehner is universally recognized as a broad-minded financier, as well as a successful banker. All who know him in a business way have great confidence in the soundness of his judgment, and recognize the value of his tact and sagacity in the conduct of business affairs. This has caused him to become identified with numerous corporations in the capacity of stockholder and official, among the more prominent of these corporations being the Mississippi Valley Trust Company, the German Fire Insurance Company, and the Planters' Hotel Company, in each of which companies he is a director. He is a member of the St. Louis Club, and, although always a busy man, finds time to enjoy the amenities of life in social circles and as a club man. He has also been prominent among the veterans of the Civil War who have interested themselves in looking after the welfare of those who have served their country in the hour of national peril and in promoting the growth of veteran organizations and the maintenance of the old feeling of comradeship. He is a member of Frank P. Blair Post, No. 1, of the Grand Army of the Republic, and its relief fund of $9,000 is entrusted to his care and keeping as trustee. He was married in 1870 to Miss Minna Wehmiller of St. Louis, and has two children, a son, Albert Gehner, and a daughter, Pauline Gehner.

Eugene Schmitz

Gehrung, Eugene Charles, physician, was born in Muelhausen, in the Province of Alsace, then in France, June 10, 1840, son of Jean Christophe and Elizabeth (Zurcher) Gehrung. His paternal ancestors were leading manufacturers and agriculturists of the region in which they lived, and in the maternal line he is descended from an ancestor of noble birth, who went from Zurich, in Switzerland, to Muelhausen in the year 1600, when the last-named place was a free city. Among the descendants of this ancestor were some who have enjoyed world-wide celebrity as manufacturers, bankers and merchants, and representatives of the family have held all the civic offices in Muelhausen. The father of Dr. Gehrung was a prosperous merchant, and the son was reared in the midst of good environments and under favorable auspices. Until he reached the age of thirteen he attended the schools of his native town, and obtained there the rudiments of an education. He left that country in the company of his parents in 1853 for the United States, but during the voyage his father fell a victim to cholera, and he was half-orphaned when the family homestead was established in the land of promise which they had sought. Within a year after this bereavement he suffered an almost total loss of his hearing, and was compelled to continue his studies under the preceptorship of private tutors. To many this loss of hearing would have seemed an almost insurmountable obstacle to the acquisition of knowledge, but during five years thereafter he applied himself closely to his books and made gratifying progress. During these years the family lived in Texas, but at the end of that time removed to Denver, Colorado. With a mind richly stored with useful knowledge, and with certain faculties doubtless quickened by the practical loss of one of the senses, he felt that he was not unfitted to begin a course of training for professional life, and accordingly entered upon the study of medicine. Coming to St. Louis in the year 1863, he was admitted to St. Louis Medical College, and was probably the first medical student from what was then the Territory of Colorado to be enrolled in a medical educational institution. After attending lectures at the above-named institution during the years 1863 and 1864, he passed an examination for admission to the United States Army as a surgeon, and then returned to Denver to spend a short vacation with his family before being assigned to military duties. Upon his arrival in Denver he opened an office, intending to practice medicine in the interim, and in this office, and at his instigation, was held the meeting of Colorado physicians at which the first medical society in the Territory was organized. This meeting was followed by a tragic episode. Within a few minutes after the little company of physicians had left the office an explosion of gunpowder, stored in a gunsmith's shop in an adjoining building, wrecked the office, and with it the residence of Dr. Gehrung, destroying all his worldly possessions. He himself was seriously injured, and for many months was a confirmed invalid. Meantime the war drew to a close, and he was never able to accept the appointment of surgeon which he had gained as a result of his examination in St. Louis. As soon as he found himself strong enough to engage in professional labor he resumed the practice of medicine, and, after repairing his fortune, he came back to St. Louis and completed his medical studies at the College of Physicians and Surgeons, from which he received his doctor's degree in 1870. Missouri Medical College also honored him by conferring upon him an "*ad eundem*" degree. He practiced in Denver for some years thereafter, but having in the meantime married the daughter of Dr. I. Fahndrick, of this city, he established his home and entered a broader field of practice in St. Louis in the year 1876. Since then he has become widely known as a skilled specialist, a profound student of medicine, and a practitioner of very superior attainments. Notwithstanding the fact that his defective hearing has prevented him from taking an active part in public affairs generally and professionally, he has attained a position of unusual prominence, and his success has been due to hard study, stimulated by an earnest desire to discover the means of relieving human suffering and to contribute his share to the development of medical science and the sum of its literature. The result of his professional labors, research and writings have been that he has been admitted to membership in almost all the local, national and international medical societies and associations, and has enjoyed distinguished honors in these connections. For two terms he was president of the St. Louis Obstetrical and Gynecological Society, and he has been president and gynecologist of the South Side Dispensary Asso-

ciation. He is an honorary member of numerous associations of eminent physicians, a corresponding member of the "Societe Obstetricale et Gynecologique de Paris, France"; titular member of the "Societe Francaise d'Electrotherapie," and was a delegate representing the United States government at the International Congress of Gynaecologists and Obstetricians, held at Geneva, Switzerland, in 1896. Mention has already been made of Dr. Gehrung's marriage in St. Louis in 1870. It should be added that his wife was Miss Beatrice Rosalie Fahndrick before her marriage. She was born in Switzerland, and generations of her ancestors since the year 1600 have been prominent as physicians, lawyers, scientists, and government and military officials in Germany, Austria and Switzerland. Three sons have been born of their marriage, who are named, respectively, Adolph Eugene, Julien Auguste, and Eugene Sellers Gehrung.

Geisel, Andrew, merchant and manufacturer, was born October 16, 1831, in Biblis, Province of Hesse-Darmstadt, Germany, son of Henry and Katharine (Laubener) Geisel. Both his parents were natives of the town in which he was born, and he was the progeny of thrifty, honest and well-to-do German people. His mother died when he was five years of age, and soon after her death his father came to this country, bringing the son with him. They arrived in St. Louis in 1840, and the elder Geisel continued to reside here until his death in 1849. Andrew was practically reared in this city, and obtained his education at the parish school of St. Mary's Catholic Church and at Roher's Commercial College, located at that time on Fourth Street, between Pine and Olive Streets. He also studied for a time under the private tutorship of a Mr. Wolfkoupf, in his day a well known teacher in St. Louis. His studies were of a general and commercial character, and when he was old enough to engage in business he had fitted himself well for the practical affairs of life. One of his earliest employments was a kind of work to which some historic interest attaches, he having aided in making cartridges, manufactured in St. Louis for the United States government during the Mexican War, under the direction and supervision of Major Bell, then in charge of the old arsenal. After that he was for some time employed on a steamboat plying between Cincinnati and New Orleans, and then concluded to learn a trade. He served a four years' apprenticeship to the tin manufacturing business in an establishment owned by E. W. Welch, and after mastering his trade bought the store and shops in which he had worked. He took charge of this business on the 10th of March, 1852, its location at that time being on Broadway, at the foot of Park Avenue. There he laid the foundation of the large business which later came into existence under his management, and continued at that location for twenty years. He then removed his establishment to 1720 and 1722 South Broadway, and continued the stove and tinware business at that location for eighteen years. In 1890 he removed to the corner of Second Street and Clark Avenue, where he is still engaged in business, manufacturing large quantities of tinware, japanned goods, and other specialties, and conducting a large wholesale and jobbing trade. He has been a successful business man, and one whose integrity and strict rectitude have gained for him the esteem of all classes of people. His broad capacity as a man of affairs has been recognized in a public way on more than one occasion, and twice he has been elected to one of the most important offices within the gift of the people of St. Louis. He was chosen city treasurer in 1872 for a term of two years, was re-elected in 1874, and served in all four years as the financial officer of the city and custodian of the public funds. While he has always affiliated nominally with the Democratic party, and has from time to time taken an active interest in political campaigns, his views have always been broadly liberal and his action measurably independent of party dictation, the capability, honesty and integrity of candidates for office, rather than partisan considerations, influencing his suffrage. He was reared in the Catholic faith, and since early manhood has aided actively in advancing the interests of the church and its institutions. For many years he has been a member of the board of trustees of the German Orphan Asylum, and he belongs also to the Sts. Peter and Paul Conference of the St. Vincent de Paul Society, and is a member of the Upper Council of that society. He was one of the founders of St. Paul's Society of Sts. Peter and Paul Parish, was president of the society for one term, and served several terms as its treasurer. June 25, 1852, Mr. Geisel married Miss Mary Muel-

let, of St. Louis, and nine children have been born of their union, all except one of whom were living in 1898.

General Assembly.—Representative government in Missouri began in 1812 under the act of Congress which reorganized the territory and changed its name from Louisiana to Missouri. In accordance with the provisions of that enactment the people elected a territorial House of Representatives, and these representatives nominated eighteen citizens, of whom the President of the United States chose nine, to act as a legislative council. The council and House of Representatives thus chosen constituted the first General Assembly of Missouri. The first session of the House of Representatives—which body consisted of thirteen members—began in St. Louis December 7, 1812, and was held at the residence of Joseph Robidoux. Nominations to the council were made, as provided by law, and after the appointment of nine councilors by the President, the organization of the General Assembly was completed and its work was begun. The act which created the General Assembly provided that it should hold an annual session, beginning on the first Monday in December, but in 1816 an amended act provided for biennial sessions, and also fixed the number of councilors at one for each county. In 1820 the territorial Legislature was succeeded by the State Legislature, chosen in pursuance of the congressional enactment of March 6th of that year. Although the State was not formally admitted into the Union until August 10, 1821—by reason of the fact that the constitution adopted contained a provision obnoxious to Congress—the first State officers, Senators and Representatives, were chosen at an election held August 20, 1820. Fourteen Senators and forty-three Representatives were chosen at that election, and the General Assembly met pursuant to the provisions of the constitution September 19th. The first session of that body was held in the old "Missouri Hotel," which occupied the southwest corner of Main and Market Streets in St. Louis. The first president of the Senate was General William H. Ashley, who had been elected Lieutenant-Governor, and James Caldwell, of Ste. Genevieve, was first speaker of the House of Representatives. David Barton and Thomas H. Benton were chosen United States Senators by this General Assembly, but were not admitted to the Senate until after the formal admission of the State. The next session of the General Assembly was held in St. Charles, beginning June 4, 1821, and on the 26th of that month the assent of that body was given to the conditions imposed by Congress in connection with the admission of the State. The sessions were held thereafter at St. Charles until 1826, when the capital was removed to Jefferson City, the fourth General Assembly meeting there November 20th of that year. (See also "Legislature, First Session of.")

Genet, Edmond Charles.—See "French Intrigues in the West."

Gentlemen's Driving Club.—Soon after the close of the Civil War Honorable Norman J. Colman and other owners and admirers of good horses instituted in St. Louis a club bearing the above name, which had for its object the bringing together of the good "roadsters" of the city, at regular intervals, for tests of speed. In 1882 a new organization bearing the same name succeeded the old one, and has since been one of the popular institutions of the city. Driving matinees are given every Saturday afternoon at Forest Park from May to October under the auspices of the club, and these exhibitions of speed are free to the public. The club was instituted solely for the pleasure and recreation of its members, who meet all its expenses by assessing themselves. In 1898 there was but one other driving club of this kind in the United States.

Geological Surveys.—Geological researches of the earliest days were naturally devoted to the development of valuable minerals. In 1705 the then Governor of Louisiana sent an expedition as far as the mouth of the Kansas River. In 1719 the West India Company began mining in the Meramec for silver, but found small trace of that metal, whilst from a ton and a half of ore only fourteen pounds of lead were obtained. Mine La Motte was discovered in 1720, and in 1763 Francis Burton discovered the rich galena deposits at Potosi. Schoolcraft in 1818 gave a list of forty-six lead mines in Washington, Ste. Genevieve and Madison Counties, thirty-nine of them in Washington. In the southwestern part of Missouri the lead mines were

profitably worked long before there was any survey of the State. So about the iron industry at Pilot Knob and Iron Mountain. Dr. Henry King in 1840, and from that date to 1853, wrote reports of unofficial surveys, giving accurate views of our lower stratified rocks. Dr. M. M. Manghas, Dr. H. A. Print, F. Woodward, Professor Shepard, Dr. A. Wislizenus, Dr. George Engelmann and others published in the "Western Journal and Civilian" and in the "American Journal of Science" interesting contributions on the geological and mineral resources of the State during this period. But it was not until 1849 that any definite steps were taken to provide for a general geological exploration of Missouri. This was at a meeting of the Missouri Historical and Philosophical Society, when a memorial was prepared by Samuel T. Glover, F. H. Martin, A. D. Caruthers, W. G. Minor, and DeWitt C. Ballou urging State appropriations for that purpose. The General Assembly, however, delayed until the session of 1852-3 before inaugurating the work. In accordance with an act then passed the Governor, April 12, 1853, commissioned Professor G. C. Swallow, of the State University, to make a thorough geological and mineralogical survey, who organized a corps, including A. Linton, M. D., of St. Louis, and B. F. Shumard, M. D., of Louisville, Kentucky. A partial report of this survey was published by order of the Legislature in 1855, making a volume of some 240 pages. From that time until 1873 there were no State geological reports of any consequence published. A considerable amount of material had been collected and maps engraved previous to 1861, but much became scattered and lost. In 1870 the Legislature organized a Mining Bureau, comprising one member from each congressional district, with the Governor ex-officio, the board being empowered to appoint a geologist. Albert D. Hagen, who had superintended the publication of Professor Hitchcock's survey of Vermont, but who appears to have possessed little other qualifications, was appointed, but held the position to the end of August, 1871, only. Hagen published one unimportant report of his progress. In March of that year the law was amended, reducing the membership of the board to four besides the Governor. Dr. Norwood was temporarily in charge as geologist, continuing about a month, when Dr. Raphael Pompelly was appointed director of the survey. The entire expense of the establishment was at that time limited to $10,000, but this sum was doubled the following year. In 1873 Dr. Pompelly published a volume containing reports of surveys made by Garland C. Broadhead, F. B. Meek, and B. F. Shumard, Swallow's assistants. Pompelly resigned July 1, 1873, after having published a volume of reports. At that time his assistants were G. C. Broadhead, Dr. Adolph Smidt, Charles J. Norwood, Alex. Leonhard, J. R. Gage, P. N. Moore, and H. H. West, with Regis Chauvenet, of the Washington University, as chemist. Professor Broadhead succeeded Pompelly. His report of 1874 covers 734 pages, not including maps, illustrations and index. Professor Broadhead and Dr. Shumard enjoy the honor of being considered the most intelligent, painstaking and reliable of any of the scientific men connected with the survey. From 1876 to the organization of the Bureau of Geology and Mines there was a cessation of geological exploration by the State. The act establishing that bureau was passed in May, 1889. Arthur Winslow was elected geologist by the board of managers, and entered upon his duties September 20th of that year. It should be stated here that previous to this time the United States Geological Survey had confined its operations in the State almost entirely to topographical work, and in truth has not since done much else. During Mr. Winslow's term, which extended to April 2, 1894, the work laid out was chiefly the examination of zinc and lead deposits, the coal fields, building stones, clays and cements, and mineral waters. The reports are well written and apparently satisfactory. Winslow's successor was Dr. Charles R. Keyes, former Assistant State Geologist of Iowa. He remained in office until July 13, 1897, when he was superseded by John A. Gallagher, a native Missourian with a finished scientific education, who has during many years made geology a special study.

Although the scientific official explorations of the resources hidden under the soil of Missouri were late in beginning, unsystematic in plan, furtive and broken in operation, the bibliology and literature of the subject have been

abundant. The wealth of Missouri, mineral and agricultural, is known far and wide.

Geology of Mississippi River Bed.—The geology of the river bed is peculiar. From Cairo to the Gulf the bed does not contain any of the river's own alluvium. The alluvium is found abundantly in the overflowed bottom lands on each side of the stream, but where the current flows a trough has been hollowed out deep down in a tough blue clay, which the force and volume of the mighty body of water keeps always scoured out and clean. From the mouth of the Ohio to that of the Missouri the same trough is found, but the bed is St. Louis limestone to a great extent. The blue clay is cretaceous in origin, the remains of the bed of a vast cretaceous sea that once extended from the base of the Rocky Mountains to the Atlantic coast. At the time this deposit was formed the Mississippi river had no existence. In the tertiary epoch, which succeeded this upper cretaceous, the oceanic lake was narrowed to an estuary, banks of loess being formed on either side. Inside this range of bluffs another deposit of recent alluvium was formed, and the river, thus contracted, cut its trough down through the alluvium, the loess and the tertiary, until it had made a bed for itself in the cretaceous clay. The river was thus subsequent to the tertiary period, but it had begun to flow as at present, only with a much greater body of water, previous to the deposition of the loess. The fossils found in the different strata prove this chronology with clearness and accuracy. In the tertiary none but marine fossils are found; in the loess are many fresh-water shells and the remains of quadrupeds allied to existing genera. The present position of the loess or bluff formation presupposes, however, a vertical movement or upheaval of 250 feet. The alluvium deposit varies from twenty-five feet deep at Cairo, Illinois, to forty feet at New Orleans, and its breadth at Napoleon, Arkansas, is seventy-five miles; this, however, is the widest point. The sediments from which this alluvium deposit continually falls down is in the proportion of one to fifteen hundred by weight, and one to twenty-nine hundred by bulk in suspension in the water. The mean annual discharge is assumed at 19,500,000,000,000 cubic feet; consequently, 812,500,000,000 pounds of sediment, equal to a deposit of one square mile 241 feet deep, are yearly emptied into the Gulf of Mexico." —(Scharf's "History of St. Louis.")

Geology of St. Louis.—The most interesting geological features of St. Louis and the region immediately adjacent thereto west of the river have been summarized in Scharf's "History of St. Louis" as follows: "There is a superstructure of rocks and soil of the quaternary system, embracing alluvium, bottom prairie bluff, or loess, and drift. Immediately underlying this is the carboniferous system, the characteristic rock of which in St. Louis is the St. Louis limestone, which attains its greatest development and a depth or thickness of from 200 to 250 feet at this point. In some parts of the county a saccharoidal sandstone, 125 feet deep, belonging to the magnesian limestone series, and the lower Silurian system, may be found beneath the St. Louis limestone; but for all practical purposes the latter may be assumed to be the foundation rock. Upon it rests a ferruginous sandstone, of the carboniferous or mountain limestone series, the normal thickness of which is 195 feet. The lower coal-measures, 140 feet, are above this; next succeeds drift, fifty-five feet thick; bluff, or loess, the normal thickness of which is 200 feet; bottom prairie, thirty-five feet thick, and alluvium, thirty feet thick. These maximum depths of strata are of course not all found at St. Louis, nor in St. Louis County. The bluff, or loess, at St. Louis, as measured at St. George's quarry and the site of the Big Mound, is fifty feet thick. This formation contains many fossils and organic remains of lacustrine, amphibious and land species, indicating its origin in the deposits made by a fresh water lake, surrounded by land and fed by rivers. In the words of Professor Swallow, who first determined its character and gave its name to the bluff formation—which Lyell had previously identified as similar to the loess of Europe and China —'These facts carry the mind back to the time when a large portion of this great valley was covered by a vast lake, into which, from the surrounding land, flowed various rivers and swollen streams. We see the waters peopled with numerous mollusks, the industrious beaver building his habitation, the nimble squirrel, the fleet deer, the sedate elephant, the huge mastodon, lords of the soil. There

must have been land to sustain the elephant and mastodon and Helices; fresh water and land for the beaver, and fresh water for the Cyclas and Lymneas.'

"The important formation denominated St. Louis limestone is made up of beds of hard, crystalline gray and blue cherty limestone, 'interstratified with thin layers of argillaceous shale.' Some strata consist of a bastard silico-magnesian limestone. Sometimes the fracture is dull and earthy, sometimes conchoidal. Often it shows changes in color, is alternately silicious and argillaceous, and has a peculiar jointed structure, like the sutures of the human skull. Its stratigraphical position is between the ferruginous sandstone and the Archimedes limestone; its range in Missouri is not extensive outside of St. Louis County, and its economical value is very great. Some forms, as those in which magnesia predominates, have excellent hydraulic properties; the calcareous strata yield a very pure and superior lime for general use, and the calcareous and silicious strata are good for building purposes, flagging and curbing, and macadamizing. The fossils found in the St. Louis limestone are numerous and characteristic, including Lithostration Canadense, Syringopora, Echinocidaris, Terebratula Roissyii, T. Spirifer, Fenestella, Productus cora, Echinocrinus, Palaeochinus, Crinoidea, Palaeochinus multipora, Poteriocrinus longidactylus, Avicula, Pecten Missouriensis, Arca, Cardiomorpha, Actinocrinus parvus, etc. In the bluff, or loess, formation in St. Louis and vicinity the fossils found include Amnicola lapidaria, Helix cocava, H. thyroideus, H. striatella, H. monodon, H. electrina, H. arborea, H. hirsuta, H. lineata, H. minuta, H. labyrinthica, Helicina occulta, Limnea fragilis, L. reflexa, Physa plicata, P. gyrinea, Planorbis trivolvis, Pupa armifera, Succinea obliqua, S. campestris, Valvata tricarinata, etc. In the Archimedes limestone of St. Louis County the characteristic fossils are Pentremites florealis, P. laterniformis, Productus Punctatus, Euomphalus planorbis, Archimedipora Archimedes, and Psammodus.

"Dr. Shumard gives what he considers a typical section of the strata and general lithological features of the St. Louis limestone, from a point on the Mississippi River about a mile and a half below the arsenal. Commencing ten feet above the water level, the ascending series is as follows:

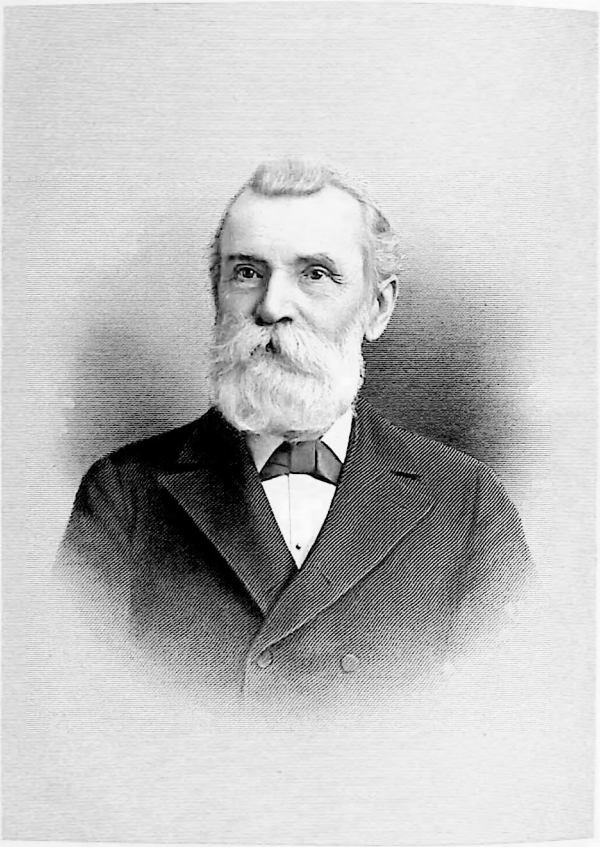
	FEET.
1. Bluish-gray, course-textured, sub-crystalline limestone, in thin strata, with characteristic fossils and fish remains	
2. Light-gray and bluish gray silico-calcareous rock, with nodules and thin seams of chert	13
3. Buff and bluish gray, hard, silicious limestone, finely granular in texture	5
4. Same as preceding, with much chert through it	6
5. Compact light-gray, silicious limestone, thick beds, even fracture	8
6. Light-drab, compact, brittle limestone, with smooth, angular fracture	7
7. Gray, mottled limestone, fine granular texture, mottled with chert	3
8. Bluish-gray, subcrystalline limestone, with cavities of brown calcareous spar	44
9. Light drab, compact, lithographic limestone, smooth, splintery fracture	10
10. Earthy, decomposing, ferruginous limestone	2
11. Gray, close-textured limestone	1
12. Earthy, decomposing, ferruginous limestone	4½
13. Light-drab, variegated, brittle, lithographic stone	½
14. Light-drab, fine-textured, lithographic limestone, smooth, splintery fracture, fine spar veins, with clouding of delicate flesh color and reddish-brown	1½
15. Same as No. 9	4½
Total thickness	7
	116½

"At St. Louis the strata of this limestone are nearly horizontal, and continue so until near Carondelet, when they rapidly dip to the southwest, and pass under the bed of the Mississippi. The slight dip of the strata at St. Louis is westerly.

"The quaternary deposit overlying this bed-rock of the city is about twenty feet thick at the site of Chouteau's Pond, near Poplar Street, comprising, in the ascending series:

	FEET.	INCHES.
1. Light ash-colored ferruginous clay	2	3
2. Fine silicious sand		6
3. Ash-colored clay		4
4. Yellow and gray sandy clay	2	9
5. Fine sand	5	
6. Soil and subsoil	5	

"The limestone at Barrett's Station, of which the St. Louis customhouse is built, is the Archimedes limestone, from a bed twenty-one feet in thickness. In various parts of the county the Encrinital limestone is found underlying this, of a thickness differing according to the locality. Underneath is the Chemung group, and beneath that again, in the western part of the county, the Trenton group. The bluff, or loess, is found in all parts of the county when excavations are made, varying in thickness from ten to forty feet. It was in this deposit that the bones of the mastodon were found, in Flora gardens. The Big Mound consisted of this bluff



P. G. Gerhart.

stratum, having a depth of thirty feet. At the Bremen quarries it is twenty-five feet thick. The clays of this loess are excellent for brick-making and coarse pottery, and the pebbles are superior for grading and graveling purposes. The carboniferous system is largely developed in St. Louis County, yielding four-fifths of the entire underlying rock, and extending from the Mississippi river westward. It includes all of the formations of the general slate system, from the middle coal series to the Encrinital limestone, inclusive. The coal measures occupy an area of about 160 square miles in the northeastern part of the county. The middle coal measure, as examined at Charbonniere, on the Missouri, shows sixty feet of slope, six feet of rough limestone masses embedded in clay, six feet impure fire-brick clay, two feet hard, compact blue-gray hydraulic limestone, eight feet yellow argillaceous shale, stained with ochre, thirteen feet of purple. sandy shale, with micaceous particles intermingled, forty-six feet blue argillaceous shale, six feet greenish fossiliferous shale, eight feet dark sandy shale, and then the coal seam, eighteen inches thick. Under this seam is found the micaceous sandstone, which overlies the lower coal series. It is soft, brown, fine-grained, crumbling, lying in thick beds, and oxidates and is disintegrated easily on exposure to the air. In some places it lies upon a five-foot bed of fire-clay. In others it is compact enough to be quarried and used for building purposes. Underneath this group of strata the lower coal measures are always to be sought. The descending series is clay, fire-clay, limestone, shales, and then coal. At a shaft on the Riviere des Peres, six miles from St. Louis, we find the following order in the descending series:

	FEET.
1 Yellow clay	5
2 Light-colored sandy clay	4
3 "Tumbling rock"—limestone blocks in clay beds	6
4 Red clay	6
5 Blue clay	7
6 Light-gray earthy limestone	3½
7 Very compact, hard, dark-gray limestone	1½
8 Dark-blue shale	2
9 Coal	5
10 Slope—unexposed rocks	80
11 St. Louis limestone	26

"The coal, where mined, is usually found at the depth not exceeding forty feet; the maximum thickness is about five feet; the minimum working thickness is not much under three feet, and the yield is about eighty bushels per diem per hand—twenty-eight bushels representing the long ton. All the coal of St. Louis County is of the bituminous variety, burning with a good flame and yielding a gray ash. In some cases, leaf-like laminae of sulphuret of iron are found in it, and in others, thin plates of crystalline carbonate of iron, vertical to the strata. The fossil plants in this coal are usually too much carbonized for identification, though the structure of Calamites and Equisetae have been recognized. In regard to the extent of these coal deposits of St. Louis County, Spencer Smith writes to the effect that it is much greater than is commonly supposed. The county is in the center of the great Western coal fields, the largest in the world. The measures here are not outlying nor distinct from those of the general bed, but, on the contrary, are homogeneous with it. . . . The fire-brick clay of St. Louis is excellent in quality and inexhaustible in quantity. The St. Louis limestone is esteemed one of the best and cheapest building materials anywhere to be found. The magnesian limestone or marble, both of St. Louis and the adjacent counties, is very fine, pure, white, and resists enormous pressure. It is a property of the St. Louis as of some other limestones that it is a highly cavernous rock, water infiltrating through it readily and hollowing it out. Numerous 'sink-holes' on and near the site of the city indicate the existence of caves beneath it; and, indeed, some of these have been explored and more or less utilized, though as yet none has been found to bear comparison with the stupendous and wonderful caves of Kentucky and Virginia."

Gerhart, Peter G., who has been conspicuously identified with the real estate interests of St. Louis for many years, and in earlier life with its merchandising and manufacturing interests, came to this city with his parents from Baltimore, Maryland, when he was ten years of age. His father, Henry J. Gerhart, and his mother, whose maiden name was Catharine Hoebre, were born near Strasburg, France; and his grandfather, Jacob Gerhart, also a native of France, served under the great Napoleon as a soldier. Henry J. Gerhart came with his family to this country in 1830, landing at Baltimore, Maryland. After remaining there for some years he came to St. Louis in 1840. He had received a military education in his native land, and had also

graduated in medicine, but never practiced the profession for which he had fitted himself, being inclined to commercial and manufacturing pursuits. For some time he made his home at Belleville, Illinois, and in that town Peter G. Gerhart, the son, obtained a good English education and was trained to the business in which his father was engaged. Finding Belleville too small a place to give full scope to his ambition, he came to St. Louis, but after remaining here a few years he removed to Glasgow, Missouri, where he embarked in the stove and hardware trade, establishing a branch house also at Huntsville, Missouri. After conducting this enterprise profitably for several years he disposed of these interests, and, returning to St. Louis, purchased an interest in the steam cooperage establishment of Connor & Co., merged afterward into what is now the Brown Cooperage Company. After helping to lay the foundation of a business which grew to large proportions under the management of the Connor & Co. Cooperage Company, Mr. Gerhart sold his interest in this establishment, and, until the Civil War began, had charge of his father's tin and copper roofing business. In the meantime he made investments in real estate as opportunities offered, and his success demonstrated that he was a sagacious operator in this field of enterprise. Shortly after the beginning of the war he formed a partnership with John Finn, at one time sheriff of St. Louis, and embarked in the wholesale liquor trade and the rectifying of spirits. Five or six years later he sold his interest in this establishment to Mr. Finn, and, purchasing the property at 213 to 217 Locust Street, he engaged in the rectifying business there with Henry W. Dionisius as his partner. Later Captain M. C. Espy succeeded Mr. Dionisius and was associated with Mr. Gerhart for three or four years. At the end of that time Mr. Gerhart became sole owner of the establishment through his purchase of his partner's interest, and until 1881 he continued the business alone. He then turned his attention to real estate operations, associating with himself, first, his sons, Frank H. and Charles B. Gerhart, and later his younger sons, Thomas S. and George J. Gerhart. He was eminently successful as a real estate operator, and he and the younger men associated with him, who have inherited a large share of his energy and business ability, have inaugurated many enterprises of importance and taken a prominent place among those most largely interested in St. Louis realty. The elder Gerhart retired from active business some years since, and has since devoted much of his time to travel and the enjoyment of his accumulations. His summers have usually been spent at his home in this city, but in winter he seeks the genial climate of Southern California, where, relieving himself as much as possible of business cares and responsibilities, he gives himself up to the occupation of growing old gracefully. A self-made man, he has not only built up a good business for himself, but has at the same time added materially to the growth and advancement of St. Louis by handsomely improving his real estate holdings and assisting with his influence many movements designed to make the city more attractive as a place of residence and a greater center of trade and commerce. From 1866 to 1868 he was a member of the City Council of St. Louis, and, while serving in that body, helped to originate the movement which resulted in the construction of the city sewerage system, beginning with the Mill Creek, Rocky Branch and Carondelet sewers. He was again elected to the City Council in the early "eighties," and as a member of that body distinguished himself by urging the paving of city streets with vitrified brick, which has since been demonstrated to be a most excellent paving material. He has also served as a member of the public school board, and has rendered valuable services in behalf of the educational interests of the County of St. Louis. With Messrs Leffingwell and McKinley, he was one of the originators of the Forest Park enterprise, and helped get the bill through the Legislature which made provision for the establishment and improvement of one of the finest public parks in America, later serving as a member of the park board. Originally a Whig, he became a member of the Democratic party in later years, and has been consistent and steadfast in his advocacy of its principles and policies. His religious affiliations are with the Catholic Church, and he has been a member of the fraternal orders of Masons, Odd Fellows and Druids. In 1855 he was married in St. Louis to Miss Octavia A. Flandrin, daughter of Francis Flandrin, whose wife was a Miss Chartrand before her marriage and belonged to one of the oldest French families of the Mississippi Valley. Mr. Flandrin himself was

a native of St. Louis, having been born here in 1796, son of Antoine Flandrin, who was born at Bordeaux, France, came with Lafayette to the United States and served under that distinguished French general during the Revolutionary War. Antoine Flandrin settled in St. Louis soon after the close of the independence struggle, and married a Miss Barada, who was a sister of the centenarian, "Madame Ortes." Seven children have been born to Mr. and Mrs. Gerhart, of whom five were living in 1898, their names being, respectively, Frank H., Charles B., Thomas S., Henry V. and George J. Gerhart, all well-known citizens and all engaged in the real estate business, with the exception of Henry V. Gerhart, who is a prominent physician.

Gerhart, Thomas S., a typical representative of the younger and most thoroughly progressive class of business men in St. Louis, was born in this city October 25, 1864, son of Peter G. and Octavia (Flandrin) Gerhart. He grew up in St. Louis and was educated in the public and private schools of the city. After completing his studies he became associated with his father in real estate operations, and has ever since been prominently identified with that interest. The elder Gerhart, of whom extended mention is made in the preceding sketch, has long been known as one of the most successful real estate operators in the city, and the son inherited both the taste for the business and the ability to conduct it in such a way as to materially benefit the city, while building up a fortune for himself. An intelligent study of trade conditions and close observation of the trend of the city's growth have enabled him to make investments which have yielded rich returns and inaugurated eras of general improvement in different portions of the city. A man of original ideas and abundant resourcefulness, as well as keen perceptions and good judgment, he has had the happy faculty of presenting his views and formulating his plans in such a manner as to make them attractive to the public, and success in every venture has followed as a natural sequence. Seldom has his judgment been at fault in estimating the value of a piece of real estate, and his forecasts of the future, in anticipation of the movements of population and trade, have been unusually accurate. Intensely active and energetic, and, withal, taking a commendable pride in the general growth and upbuilding of the city, he has never been content to hold real property, merely as an investment. On the contrary, it has been his custom to improve his holdings in the most attractive way, and in numerous instances these improvements have been in the nature of innovations in St. Louis, which had only to be introduced to be thoroughly appreciated. As a member of the Real Estate Exchange and the Merchants' Exchange he has wielded an influence which has always been thrown in favor of progress and advancement and the development of all the numerous and varied resources of St. Louis and its tributary territory. Prominent in business circles, he is equally well known and no less popular in fraternal and social circles, being a Royal Arch Mason, a Knight Templar and a member of the Ancient Order of Nobles of the Mystic Shrine, the St. Louis Turnverein, and of various city clubs. January 15, 1891, Mr. Gerhart married Miss Martha Lillian Brown, eldest daughter of William Brown, one of the leading manufacturers of St. Louis. One son and three daughters have been born of this union. The son bears the name of his grandfather, Peter George Gerhart.

German-American Mutual Benevolent Association.—An association organized August 1, 1898, and having for its chief object the payment of sick and death benefits from a fund collected through the payment of weekly dues from its members. Among its unique features were provisions for the employment of physicians to attend its members in case of sickness at reduced rates, with a corresponding reduction on the price of medicine.

German Benevolent Society.—A social and beneficiary society organized in February of 1875, at Charding's Hall, corner of Third and Marion Streets, with fifteen charter members. It has been composed exclusively of Germans since it came into existence, and in 1898 had a membership of one hundred and twenty-five. A similar organization, founded in 1892 and chartered the same year, is known as the South St. Louis German Benevolent Society.

German Club.—A society formed for the study, in the original, of German litera-

ture, especially the drama. The German Club originated in 1884, at the suggestion of Mrs. Jonathan Rice and Mrs. August Frank, and has met at the homes of its members every Monday afternoon since, excepting during the summer vacations. All the parts of the play chosen are assigned, and the reading proceeds in dramatic form and with much dramatic spirit. The principal plays of Goethe, Schiller, Lessing and others have been read, but the work is not confined to the dramatists. One year was given to a German translation of the Iliad, two years to Jordan's Nibelunge, and one year to the second part of Faust, supplemented with explanatory works by German authors. The club has no officers, but its leader is Mrs. Albert Drey, a lady of fine culture, thoroughly familiar with her subjects, and also with the homes and haunts of the authors, which she has visited in her travels. The social feature is not neglected. Light refreshments follow each reading, and at the last meeting of the season, which is invariably held at Forest Park, the programme is miscellaneous and the gathering largely social.

MARTHA S. KAYSER.

German Emigrant Aid Society, organized in St. Louis in 1848, and chartered by act of the Missouri Legislature February 27th of the year 1851. Robert Hanning, Arthur Olshausen, William Stumpf, Ferdinand Overstoltz and others were the incorporators. Its objects were to provide in a systematic way for the relief of German immigrants arriving in St. Louis without means, to aid them in securing employment and assist them in gaining such knowledge of the language and customs of the country as would enable them to take care of themselves. It was rechartered at a later date and its powers extended so as to enable it to use its means for divers charitable purposes, and in 1896 it contributed one thousand dollars to the sufferers from the cyclone. It also gives every year to the Provident Association, the St. Vincent de Paul Society and other benevolent organizations. This society is called in German "Die Deutsche Gesellschaft." Its most active officers and directors have been Isidor Busch, C. R. Frilch, Arthur Olshausen, Charles H. Teichmann, Albert Fischer, C. A. Stifel, H. Eisenhardt, A. Klasing, E. D. Kargan, Dr. H. Kinner, M. C. Lange and H. T. Wilde.

German Evangelical Lutheran Orphans' Home.—An orphans' home, with which is connected an asylum for aged and indigent members of the Lutheran Church. It was erected in 1867 by the German Evangelical Lutheran Hospital Association of St. Louis. This association was incorporated in 1863 by an act of the Missouri Legislature. The first building erected was a log house, which was used for several years after the present building was erected. In 1873 a brick building, three stories in height, was erected and dedicated on the 8th of June in that year. In 1882 a frame building for an orphan school was erected. The house is located at Des Peres, on the Manchester Road, fifteen miles from St. Louis. Forty acres of land belong to the home. The first president of this asylum was Rev. Johann Frederick Buenger, who, at his death in 1882, was succeeded by Rev. Christlieb C. E. Brandt, pastor of the Evangelical Lutheran St. Paulus' Church of St. Louis.

German General Protestant Orphans' Home.—An institution founded February 13, 1877, and located on Natural Bridge Road, near White Avenue. The corner stone of the building was laid September 6, 1877. On October 20, 1878, it was dedicated, and occupied by the first orphans a few days after its dedication. The object of the home is to receive, as far as possible, all poor orphans and educate them without charge, also to receive half orphans and orphans with means provided by the surviving parent or guardian. The first president of the institution was Philip Krieger, Sr., who resigned May 26, 1879. His successor was John H. C. Conrades.

Germania Club.—A German social club, chartered by special act of the Legislature February 16, 1865. Among the founders of the club were James Taussig, Charles F. Meyer, Charles Enslin, Julius Conrad, Louis Holm, Charles F. Eggers, Charles Balmer, Felix Coste and others. The first president was Charles F. Meyer, the first vice-president Louis Holm, the first secretary Charles De Greck, and the first treasurer William Hunicke. In 1866 the club completed a club house at the corner of Eighth and Gratiot Streets, which was fitted up at a cost of $110,000. For several years the club had a large

membership, which was composed of the leading Germans of St. Louis, and many prominent visitors were entertained at its club house, which was a beautiful example of architecture. It was famous throughout the land for a time, but the encroachments of business caused the club to pass out of existence in 1888.

Germania, Order of.—Toward the end of May, 1898, fourteen members of the United Order of Hope seceded, in consequence of dissensions, and founded a new society, called the Order of Germania. They elected their supreme officers and applied to the Secretary of State of Missouri for a charter.

Germania Saengerbund.—A German singing society organized March 19, 1859, by William and Adolph Reisse, and which was first called the "Berg Saengerbund," or "Mountain Saengerbund." The society took a prominent part in numerous fests and held a leading place among the musical organizations of the city. It occupied for many years a hall in the Lafayette Bank Building and celebrated its twenty-third anniversary on the 19th of March, 1882.

German Immigration, Impress of. The immigration of Germans into the United States, in large numbers, occurred at two different periods of our history. The earlier immigration, beginning in 1663 and continuing until the breaking out of the Revolutionary War in 1775, populated the larger part of Pennsylvania, the Valley of the Mohawk in New York, portions of Maryland, the Valley of the Shenandoah in Virginia, and sent colonies into North Carolina, South Carolina and Georgia. During the period covered by the American Revolution, the French Revolution and the Napoleonic wars, German immigration into the United States ceased altogether, and did not set in again until about 1820. The interval of nearly half a century was sufficiently long to break the connection between the earlier and the later immigration. For the purpose of this sketch, we may dismiss the earlier period with a bare reference to it, for although a goodly number of the people of St. Louis trace their blood back to this early German immigration, they are classed among us as Anglo-American. Perhaps the most prominent man of this class was Henry S. Geyer, for many years the leader of the Missouri bar and the successor of Colonel Benton in the United States Senate. He was born in Maryland in 1790, of German parentage.

German immigration into the United States during the decade from 1820 to 1830 was light in comparison to the influx that was to follow, but it brought us some valuable acquisitions, among them Charles Follen, who arrived in 1824, and Francis Lieber, who arrived in 1827. The works of the latter, written in English, are the best we have on the subject of political science. Missouri received but little of the immigration of this decade, but among those who came was Dr. Gottfried Duden, a man of education, but of no practical insight into things, who arrived in 1824 and settled on a farm in Montgomery County, where he wrote a series of letters giving a highly colored account of the advantages of Missouri. These letters, after his return to Europe, were published in book form and were widely circulated. Duden's book directed attention to Missouri and brought a great many German immigrants to the State.

In 1830 the population of St. Louis was 6,694. A year or two afterward the tide of German immigration began to set in, in large volume, and has continued to flow in ever since. There must have been strong impelling causes to induce great masses of men to leave the land of their birth and seek permanent homes elsewhere. In inquiring into them, we must give full effect to the fact that men are controlled in their movements by the desire to improve their condition. In old and crowded countries the individual is constantly confronted by the difficulty of supporting himself. The promised abundance of a new country of great natural resources is most tempting. As his necessities at home grow and become more pinching, the desire to emigrate increases. If to the hope of finding readier means of gratifying his physical wants, there is added the assurance of greater personal liberty and larger latitude for individual action, the desire to exchange the old for the new is still further intensified.

The condition of the German people at the time was peculiar. Not the command of the sovereign, but the patriotic impulse of the people, had recruited the German armies in the campaigns against Napoleon of 1814 and 1815. The passionate desire of the people to drive out the foreign invader, in conjunction

with the hope of securing National unity and a liberal domestic government after his expulsion, sent into the army, not only every man of fighting age, but the immature youth and the gray-bearded sire as well.

Their armies were victorious, but their hopes were destined to disappointment. Immediately after the Peace of Paris came the Congress of Vienna, the fruit of which was a close compact between the crowned heads of Austria, the German States and Russia to maintain kingly authority and to repress all manifestations of liberalism. Instead of German unity, the thirty-six potentates, who divided the sovereignty of the nation, were reinstated, freedom of speech was curtailed, and a rigid censorship of the press was maintained.

Cheated of the fruits of their patriotic sacrifices, a feeling of painful dissatisfaction seized the people. This feeling was exhibited most strongly by the educated classes and the youth of the country. The ravages of war had left their deep impress upon the material resources of the people, to which were added partial crop failures for several years, to heighten the cause of general discontent.

The year 1830 was a year of unrest and uprising throughout all western Europe. France had her revolution, Poland her rebellion, and in Germany the mutterings of discontent were loud and universal and resulted in various collisions between the people and the authorities. Numerous political prosecutions followed, the victims of which fled the country, wherever that was possible. The discontent at home turned their eyes hopefully to the new world across the water. The roving spirit had seized them. Many of the educated among them had come to believe that true happiness was to be found only in primeval forests, and thus the tide began to move which was destined to carry millions of men and women, with their hopes and aspirations, to new homes during the second period of German immigration into the United States.

St. Louis received its full share of this immigration. In twenty years (from 1830 to 1850) the population of the city grew from 7,000 to 77,860. Of the latter number, according to the Federal Census of 1850, 36,529 were native born, and 38,397 foreign born, and of the latter number, 22,340 were born in Germany. (Compendium U. S. Census, 1850, p. 399.) Theodore Olshausen, a painstaking writer of acknowledged accuracy, in his treatise on Missouri (page 131), places the population of the city in 1850 at 77,465, of whom 37,051 were native Americans, 23,774 Germans, 11,257 Irish, 2,933 English and 2,450 other foreigners.

According to the local (city) census of 1852, so much of the southern end of the city as was embraced in what was then the First Ward, contained 13,709 inhabitants, of whom 12,058 were Germans.

According to the Federal Census for the respective years there were in St. Louis:

*In 1860, 50,510 persons of German birth; in 1870, 59,040 persons of German birth; in 1880, 54,901 persons of German birth, and in 1890, 66,000 persons of German birth.)

These figures do not include the Austrians and Swiss of German tongue. It must also be remembered that they do not include the native born children of German parentage. It is safe to assume that since 1860, the number of native born children, both of whose parents were of German birth, is at least twice as large as the census enumeration of their parents.

The figures above given show the proportion of German blood that has gone into the population of this city. What has been its influence upon the educational, scientific, artistic, business and social interests of this community? In the nature of things, a precise demonstration in answer to the question is impossible. The relations of individuals and of classes in the same community are so intimately blended that the influence of the one upon the other is hardly distinguishable; yet, in a general way, we may trace results directly attributable to the German immigrant who cast his lot with us.

So a large number of people added to a community can not fail to leave their impress upon it. The immigrant brought his labor, his skill, his knowledge and his means and contributed them to the community of which he became a member. He is entitled to be credited with a fair share of its subsequent development and progress. Germans by birth or descent are found in every line of business in the city. Some pursuits may still be said to be in their hands exclusively, for instance, the manufacture of beer. This beverage is now so generally used as to have become the

*The figures for 1860, above given, include the city and county of St. Louis. The figures for the subsequent years are limited to the city alone.

national drink. Having introduced it, they may claim the merit of having been instrumental in substituting a lighter drink for the heavier beverages in use before their time.

The bulk of every larger immigration must necessarily consist of persons who gain their livelihood by manual labor, and so it is with respect to the immigration of which we are now speaking; but long before it began, Germany had, and has ever since had, a superior school system, so that the boy who left school at fourteen, to be apprenticed, had received a fairly good training in the elementary branches. There were few among them that could not read and write. But the political troubles of 1830, already alluded to, and the revolutionary movement of 1848-9, in both of which the educated classes of Germany were the most active participants, brought to our shores also a large number of men of high culture, university professors, students, scientists and professional men. They were possessed of the best achievements of their people in science and art and gave us the benefit of them. They were the medium through which the learning of German universities was disseminated. As tutors, they entered our high schools and colleges, and enlarged and liberalized their curriculum. Their example and precept have sent scores of young Americans to German universities. They furnished us physicians, engineers, musicians, artists and editors. They founded schools, churches and newspapers among us.

The press is the potent factor in moulding public opinion and through it the permanent institutions of the people. The second oldest newspaper in St. Louis is a German newspaper, the "Anzeiger des Westens," founded in 1835, and published continuously since, with the exception of a few months in 1863. At this time—1897—St. Louis has five German daily newspapers, three of them being morning papers, the "Anzeiger," the "Westliche Post" and the "Amerika," and two afternoon papers, the "Tribuene" and the "Tageblatt." The "Tages-Chronik" was established about 1850, and continued to live until 1863. "Puck" was first published in St. Louis and then emigrated to New York. Besides these, there were many ephemeral German newspaper ventures which were of some importance in their day.

At the time German immigration began to set in, art had found but a scanty foothold in this country. The German immigrant brought with him his fondness for music and his knowledge of the art, and its rapid development among us is undoubtedly due largely to him. The first orchestra of string music in St. Louis was organized in 1845. It was called the "Polyhymnia." Every performer at its first concert bore a German name. There are twenty-six German singing societies in St. Louis at this time.

The educational advantages of gymnastics are now universally recognized in this country. The system, as practiced by Jahn, was in use in Germany from the early days of the century. It was unknown to us until brought over by the immigration of 1848-9. The first "Turn-Verein" in St. Louis was founded in 1851. There are now ten of them. No school under German management is without its gymnastic exercises. American educators are fully aware of the importance of this German educational method, which is founded upon the thought that a healthy mind presupposes a healthy body, and so well is it thought of that there is to-day scarcely a college or school of any importance in the country without its gymnasium.

The continental European does not look upon the Sabbath as a day of prayer alone; to him it is also a day of recreation. After six days of labor, he enjoys the leisure which the seventh gives to him. The number of their churches show that the German immigrants were not less religious than their neighbors, but a Puritanical observance of the Sabbath did not seem to them a part of true religion. They made it appear that they could enjoy the day without abusing it, and thus led the way to the more liberal view of Sunday which now prevails both by custom and in the law.

In politics the bulk of the German immigrants of St. Louis belonged to the Democratic party, and after the schism, to the Benton wing of it, until the slavery question became the absorbing issue in public affairs. Then their strong anti-slavery sentiments carried a majority of them into the Republican party, of which they and their descendants have been the mainstay ever since in this city. But whatever political differences there were among them, they were, without exception, on the side of the Union during the late war, and never swerved in their fealty to the cause. The first five Federal volunteer regiments raised in St. Louis in the spring of 1861 were

made up of Germans almost altogether. So were the five reserve corps (home guard) regiments. As a result of their active and united support of the cause of the Union, their political influence in Missouri was never greater than during and immediately after the war. In 1868 General Schurz was elected to the United States Senate and Mr. Finkelnburg to the lower house of Congress. From 1875 to 1881 Henry Overstolz was mayor of St. Louis, the only German by birth who ever held that office. But whilst they were intense Union men during the war, they were opposed to the illiberal and proscriptive features of the Constitution of 1865, and cast a heavy vote against its adoption. In 1872 they led the liberal movement in the State which resulted in eliminating the obnoxious features from the Constitution. A minute inquiry into the share which the German blood of this city has in its manufacturing, banking and commercial interests, and in the arts and sciences, if it were indeed possible with any degree of accuracy, would extend this sketch much beyond the limits assigned to it. The conclusion may be inferred approximately from the number of persons of that class among us, their culture, habits of industry, enterprise and thrift.

The white inhabitants of the United States all trace their descent back to the nations of Europe. They are all immigrants or the descendants of immigrants. And whilst for an inquiry of this kind, we group them according to the nationality of their origin, they are today one people with one common purpose and impulse. The Englishman, the Irishman, the German, the Scandinavian, the Frenchman and the Spaniard have all been merged in the American, who has received something good from each of them. To trace out this something and show its impress upon the new nation is the interesting work of the future historian.

EDWARD C. KEHR.

German Medical Society, known among its members as the Deutsche Medizinische Gesellschaft, is an organization formed in 1850, composed of German physicians. The membership is limited to twenty-five. The society has a large library and receives the leading European medical journals.

German Protestant Orphans' Home.—In 1858 Rev. L. E. Nollau found on a boat a child whose parents had died on their passage to this country from Germany. This child he placed under the care of Mrs. Wilhelmina Meyer, in rooms which he set apart for the purpose in the Good Samaritan Hospital, which he had just then established on Carr Street, between Sixteenth and Seventeenth Streets. This was the commencement of the German Protestant Orphans' Home. The number of children in the establishment thus founded rapidly increased, and larger accommodations became necessary. Rooms were accordingly rented on the corner of Jefferson and Dayton avenues, and to these the children were removed, though they continued to board at the Good Samaritan Hospital. On the breaking out of the Civil War in 1861 the government took possession of this building for a soldiers' hospital, and the children were removed to a house on the corner of Carr and Sixteenth Streets, where they remained until near the close of the war, when they were taken back. In the autumn of 1866 a farm of sixty-five acres on the St. Charles Road, nine miles from St. Louis, was purchased, at a cost of $23,500, and to the large dwelling on this farm the orphans, then fifty-five in number, were removed. In 1870 a wing was added on the east of this building, and in 1874 another wing was added on the west, and a tower was erected in front. The cost of these additions was $50,000. January 18, 1877, the entire establishment was destroyed by fire, and one child perished in the flames. The children were removed to the Good Samaritan Hospital again till spring, when they were quartered in temporary shanties on the farm. During the summer the present asylum was erected, and was first occupied November 18th of that year. It was a brick structure, 160 by 70 feet in size and three stories in height above the basement. Its cost was $50,000. There has also been erected a teachers' residence, bakery, laundry, ice house, all brick, and their total cost was $20,000. In December, 1882, twenty acres were added to the farm, and the cost of this addition was $2,000. On March 23, 1861, the institution was incorporated by an act of the Legislature, with Lewis E. Nollau, Frederick Maschmeier, T. Frederick Massman, Michael Voepel and Francis Hackemeier as corporators. This board has been increased to the maximum number allowed by the charter. In the asylum no sectarian distinction is

made, but the children of the Jew and Gentile, Catholic and Protestant alike are received and cared for. The asylum is not endowed, but is dependent for its support entirely on the contributions of benevolent people. It is a noteworthy fact that the first donation was made in 1858 by a child four years of age, Charles H. Hackemeier, who gave the sum of one dollar from his little savings. To the watchful care and efficient labors of Mr. Nollau the early success of the institution was largely due.

German Working Ladies' Society. An organization composed of German working women, the object being social and beneficiary. The sum of $50 is paid on the death of a member to her husband, and also to a member on the death of her husband. It was founded by Mrs. Helen Walraup at a meeting held at Liebinger's Hall in 1893. There are about one hundred members. The society gives balls and picnics, and holds regular meetings on the second and fourth Wednesdays of each month at Liebinger's Hall, Broadway and Park avenue.

Gewinner, John, manufacturer, was born April 19, 1855, in Himmelkron, near Culmbach, Bavaria, son of Adam and Margareta (Schobert) Gewinner. Until he was fifteen years old he worked on this father's farm and attended school in the neighborhood of his home. He then learned the butchers' trade, and worked at it in Germany until 1881, when he came to this country. Establishing his home in St. Louis, he worked at his trade here for three years and then started a small business of his own, as a sausage manufacturer. For a time he was in partnership with a Mr. Ammann, but this association was dissolved and Mr. Gewinner then established a steam sausage manufactory, which has since developed into a profitable industry and one of very considerable magnitude. At the beginning of the year 1899 he was employing in the different branches of this business about fifty persons, and the products of his factory were being shipped into the States of Illinois, Arkansas and throughout the Southwest. A thoroughly upright business man, he is a substantial citizen and stands well in the community in which he has spent almost his entire business life. Mr. Gewinner married, in 1885, Miss Catherine Haag, daughter of John Haag, who was born in Germany and came of a prominent and well-to-do family. Their only child is Julius Gewinner.

Geyer, Henry Sheffie, lawyer, jurist and United States Senator, was born of German parents in Frederick County, Maryland, December 9, 1790, and died in St. Louis, March 5, 1859. His early promise attracted the attention of General Nelson, with whom he studied law. Another early friend was his uncle, Daniel Sheffie, of Virginia, a prominent lawyer and politician. He began practice in 1811, but entered the army in 1812 as first lieutenant, and rose to the rank of captain in active duty on the frontier. In 1815 he re-entered the legal field in St. Louis, and almost immediately won recognition. At that time the laws of the territory were in a rudimentary condition, and the inchoate titles granted by Spain were being examined and readjusted, and the most intricate problems were involved in their settlement. Captain Geyer applied himself so assiduously to this department of law that for over forty years hardly an important land case was settled in Missouri without his aid. But he also possessed a variety of legal accomplishments, and was perfectly at home in the subtile distinctions of commercial law, in complex details of chancery cases, and in the skillful management of jury trials, when his examination of witnesses and of the evidence was unequaled. In 1817 he published "Statutes of Missouri." He was a delegate to the State Constitutional Convention of 1820, and was five times chosen to the Legislature after the admission of Missouri to the Union, serving as speaker of the first three general assemblies of the State. In 1825 he was one of the revisers of the statutes, and contributed largely to the adoption of a code which was at that time superior to that of any other Western State. He declined the post of Secretary of War, tendered him by President Fillmore, in 1850, and was then elected United States Senator over Thomas H. Benton, on the fortieth ballot, by a majority of five votes. He served from 1851 till 1857, and while in Washington was one of the counsel in the Dred Scott case. At the time of his death he was the oldest member of the St. Louis bar, both in years and in professional standing. In the Supreme Court of the United States he came into con-

tact with such men as Webster, Ewing and Reverdy Johnson, who entertained the highest respect for his ability. Politically he was a firm Whig, and an ardent admirer of Henry Clay. When the party disappeared he returned to the Democratic ranks.

Gfeller, Alfred, lawyer, was born May 10, 1863, in Switzerland, son of Jacob and Magdalena (Schneider) Gfeller. His early education was obtained in the public schools of Switzerland, and his academic studies were completed after his coming to this country in 1881, at Washington University. During the first two years after his arrival in this country he traveled through the States of Pennsylvania, Ohio, Indiana, Illinois, Kentucky, Tennessee, Mississippi, Louisiana and Missouri and it was not until 1883 that he established his home in St. Louis. He then entered the employ of F. Becker & Co., dealers in and manufacturers of malt and brewers' supplies, as shipping clerk. Two years later he was made manager of the establishment, and after the death of Mr. Becker, in 1885, in accordance with a request made by that gentleman of those named as executors of his will, he wound up the business for the estate. While thus engaged he began the study of law, and in 1888 was graduated from the St. Louis Law School. Since then he has been engaged in the practice of his profession, in this city, devoting his entire time and attention to civil cases. Since he became a citizen of the United States he has affiliated with the Democratic party and has contributed his best efforts to the advancement of its interests, but has never sought or held any political office. He is a member of the Masonic order, of the Order of Odd Fellows and various other societies. An enthusiastic advocate of outdoor sports, he devotes his spare time to these recreations, and is known as one of the best rifle shots in the United States. February 20, 1889, he married Miss Elizabeth Rothweiler, daughter of Mathias Rothweiler, a well known and highly respected pioneer farmer of Carondelet Township, St. Louis County. Their children are Alfred Cleveland, Elizabeth Catherine and Josephine Magdalena Gfeller.

Ghio, Christopher Augustus, was born in 1833, near Genoa, Italy, son of Andrew and Madeline Ghio. His father was a prosperous wine manufacturer and grape grower, and as a boy he had an opportunity to learn something of the business which he made so much of a success in later years When he was fifteen years old and after having received a parochial school education, he came to this country on a sailing vessel, which landed him at New Orleans in 1849. From there he came to St. Louis, and after pursuing a course of study at St. Louis University, entered commercial life as a clerk for his uncle, John B. Ghio, who was a wholesale wine and liquor merchant of this city. He afterward became a partner in this establishment, which was conducted until 1887 under the firm name of J. C. & C. A. Ghio. September 19, 1887, after the death of C. A. Ghio, this business was incorporated as the C. A. Ghio & Bros. Wholesale Liquor Company, their place of business being at 710 North Fourth Street. Known during his active business life as one of the leading merchants engaged in the wholesale liquor trade in St. Louis, he was equally popular as a business man and a citizen. Commanding in appearance, genial in manner, large-hearted and whole-souled, he at the same time helped to build up the business interests of the city and its various institutions of a public and charitable nature. A lover of music, he helped to develop musical culture in St. Louis in various ways, and was well known in those circles. For several years he was second lieutenant of the old Montgomery Guards, in its day one of the most popular of St. Louis military organizations, and was connected with that command officially until the beginning of the Civil War. He was also an active member of the old Union Fire Company No. 2, and rarely failed to be present at a fire in the days when St. Louis was dependent upon the volunteer companies for protection. He was exceedingly popular among these old-time firemen, many of whom have been numbered among the leading business and professional men of St. Louis. While a member of this fire company he was seriously injured in the performance of his duty at a fire on Second Street, and this injury is thought to have hastened his death, which occurred, as already stated, in 1887. April 18, 1866, Mr. Ghio married Miss Lucinda Belshe, of Monticello, Wayne County, Kentucky. Mrs. Ghio's father was at one time a prosperous land owner, stockman and speculator of that State, and also served as a representative in the Kentucky Legislature. He

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C. A. Ghio

came of an old Virginia family, and his wife, the mother of Mrs. Ghio, was a daughter of Rodes Garth, whose ancestors served with distinction in the American Army during the Revolutionary War. Mrs. Ghio survives her husband, and is still a resident of St. Louis.

Gibson, Charles, who has been prominent at the bar and in public life in St. Louis for more than half a century, was born in Montgomery County, Virginia, in 1825. His father was Captain Hugh Gibson, who belonged to one of the oldest families of Southwest Virginia, and his mother, whose maiden name was Elizabeth B. Rutledge, belonged to the distinguished Rutledge family of South Carolina. When the son was about eleven years of age his parents removed to Missouri, establishing their home in what was then a very new country in the western portion of the State. Educational facilities were at that time limited in this region, but Charles Gibson was a student by nature and instinct, and notwithstanding the disadvantages under which he labored, he managed to fit himself for the Missouri University. There he completed his academic studies, supplementing the knowledge thus obtained with a comprehensive course of reading, which made him a man of very broad general information in early life. In 1843 he came to St. Louis and studied law under the preceptorship of the renowned lawyers, Edward Bates and Josiah Spaulding. He made his entree into politics in 1844, when he made a brilliant series of campaign speeches in favor of the election of Henry Clay to the presidency of the United States. Four years later he championed the cause of General Zachary Taylor, and in 1852 was an elector at large for the State of Missouri on the Whig ticket. He occupied a prominent and leading position among the old-line Whigs of Missouri in the presidential campaign of 1856. It was mainly at his suggestion and largely through his efforts that Edward Bates was put forward as a candidate for the presidency at the Republican National Convention of 1860, and after the election of President Lincoln he became an influential supporter of the new administration. When the Civil War began he at once took strong ground in favor of the maintenance of the Union, and was a co-laborer with Hamilton R. Gamble, Frank P. Blair, B. Gratz Brown and others in preventing Missouri from joining in the secession movement. When the Legislature of Missouri, in January of 1861, called a State Convention in the interest of secession, Mr. Gibson issued an eloquent and able address to the Union men of St. Louis, calling upon them to take concerted action and suggesting that a mass meeting be held for this purpose. At the meeting held pursuant to this call a committee of twenty-five prominent citizens was appointed, with Mr. Gibson as chairman, to select a Union ticket for delegates to the convention, and it is a matter of history that the vigorous and patriotic action of these delegates saved Missouri to the Union. As one of the leaders of the Union party in St. Louis at that time, Mr. Gibson made a series of powerful speeches which were potent in shaping public sentiment. Although he had an aversion to accepting public office at that time, he was called upon as a matter of duty to fill the office of solicitor of the court of claims, and represented the State government of Missouri at Washington during the war. For this four years of arduous work on behalf of the State he declined to accept any compensation whatever, establishing a precedent which none of his successors have seen fit to follow. Shortly before the Convention of 1864, held at Baltimore, he resigned the office which he held, in order that he might be free to follow his convictions in the ensuing campaign. These convictions led him to support General George B. McClellan for the presidency, and he later supported President Andrew Johnson in his controversy with Congress during the early part of the reconstruction period. In 1870 he joined forces with the Liberal Republicans of Missouri in the movement which resulted in the election of B. Gratz Brown for Governor, and paved the way for the repeal of the "Drake Constitution." He supported Horace Greeley for the presidency in 1872, and made an extended and vigorous canvass for Samuel J. Tilden for the same office in 1876. During the long contest over the election which followed he represented the Democratic National Committee in Louisiana and Florida in the interest of a fair count, and rendered great service to his party in that connection. In 1880 he was again a conspicuous figure in national politics, supporting for the presidency the superb soldier and his personal friend, General Winfield S. Hancock. In 1884 he supported Grover Cleveland, and was known

as one of the ablest and most effective orators who participated in that campaign. As a lawyer he has been not less prominent than in politics. In 1859 he was junior counsel for the defense in the celebrated City Hotel murder case against the Counts de Montesquieu, and in 1851 was sole counsel in a most important case brought by the King of Prussia, from whom he received, as a token of appreciation of his services, two magnificent vases of exceptional value. December 16, 1882, he was made Commander of Knights in Austria by the Emperor, who decorated him with his own order of Francis Joseph, and, contrary to precedent, issued an edict that the decoration should descend as an heirloom. The same year Emperor William decorated him with the cross of the Royal Prussian Crown Order, and in 1890 Emperor William II conferred upon him the additional decoration of the Grand Cross. In the year last named he visited Europe, accompanied by his wife, and enjoyed the distinction of being feted by the German Emperor, Count Von Munster, Prince Bismarck and other diplomatic and royal personages. As a citizen of St. Louis he has been conspicuously active in advancing the interests of the city. For twenty-five years he was commissioner of Lafayette Park, and he is the author of the acts of the Legislature which resulted in the establishment of Forest Park. He also drafted the act establishing the land court in St. Louis, and was one of the men who set on foot the movement resulting in the building of the Southern Hotel. In 1851 Mr. Gibson married Miss Virginia Gamble, daughter of Archibald Gamble, in his day a leading member of the bar and citizen of St. Louis. Seven of the eight children born of their union were living in 1898.

Gibson, Robert Edward Lee, known as one of the "sweet singers of Missouri," was born January 14, 1864, in Steelville, Missouri, son of Dr. Alexander and Haynie Gibson. He was educated in the public schools of his native town and at the United States Naval Academy at Annapolis, Maryland. He served a year in the navy, and then, resigning from the naval service, he came to St. Louis, which has since been his home. Here he became connected with the St. Louis Insane Asylum in an official capacity, and so much of his time as could be spared from these duties has been devoted to literature. In this field he has attained well-deserved celebrity. A writer in the "Chaperone Magazine" has recently said of him: "There is no sweeter voice in the realm of Missouri song than that of R. E. Lee Gibson—a voice that has already been heard and admired far beyond the borders of his native State. Mr. Gibson has the best excuse in the world for singing—he can not help it. One can tell that from the fresh spontaneity, the delicious rhythm and the graceful music of his verse. He is pre-eminently a poet of nature. This fond mother whispers right into his soul her most treasured secrets, and ever holds for him an irresistible charm. He loves her manifold moods and mysteries, for all are fascinating and full of beauty. Her birds, flowers, bees and sunshine; her singing brooks and whispering winds are so many voices luring him to the greenwood, where those who understood may find that solace of which he so beautifully sings:

> 'There is a fever in your heart
> Which nature can dispel—
> A balsam in the balmy wood
> Will make your spirit well.'

"His lyrics are charmingly tender and delicate, and full of bewitching melody. As a sonneteer Gibson is unrivaled among Missouri writers. As the initiated well know, there is no other species of poetical composition that depends so much for its effect upon a rigid adherence to form as the sonnet, and it is in this one more than all others that they have been allowed to depart most widely from it. The law which governs its construction is immutable, and in no particular does the singer in question depart from it. His sonnets are pure poetry. They contain such beautiful thoughts as must delight every cultured reader; they are adorned by splendid and delicate imagery; they are sublime, pathetic, tender or sweetly playful, while they capture the ear by their harmony and rhythm. Writing verse is with him a pleasure and a pastime, but his three booklets, 'Mineral Blossoms,' 'Sonnets,' 'An Indian Legend, and Other Poems,' which were published for private distribution only, contain much delightful verse, and all deserve a wider reading." Mr. Gibson married Miss Annie Higgins, of St. Louis, and their only child is named Mary Elaine Cawein Gibson, in honor of the distinguished Southern poet, Madison Cawein. Mr. Cawein's latest vol-

ume, entitled "Idyllic Monologues," is dedicated to R. E. Lee Gibson.

Giddings, Salmon, clergyman, was born in Hartland, Connecticut, March 2, 1792, and died in St. Louis February 1, 1828. He was graduated from Williams College in 1807, studied theology at Andover Seminary, and was ordained to the ministry in 1814. During the years 1814-15, he was tutor at Williams College, and occasionally preached among the neighboring congregational churches. Deciding then to become a missionary, he set out on horseback for St. Louis, then on the frontier of civilization. He reached this city in April of 1816, assembled a small congregation and became the founder of the First Presbyterian, and the first Protestant, Church established in St. Louis. The same year he organized the Presbyterian Church at Bellevue settlement, eighty miles southwest of St. Louis, and during the next ten years formed eleven other congregations, five in Missouri and six in Illinois. In 1822 he explored Kansas and Nebraska Territories, preparatory to establishing missions among the Indians. On this tour of many weeks, without white companions, and hundreds of miles from any white settlement, he visited several Indian nations, held councils with their chiefs, and was received with hospitality. In 1826 he was installed pastor of the First Presbyterian Church in St. Louis, which he served thereafter until his death. He was an active member of the first Bible, Sunday-school and Tract societies organized in Missouri, and also of the first Colonization Society in this State.

Gignoux, Alexis, was born July 22, 1841, in Brooklyn, New York, and died in St. Louis September 12, 1898. His father was a prominent silk importer of New York, and, at one time, the owner of lands on Long Island, but late in life he retired from business and returned to his old home, in Nice, France, where he died. The son was educated at Mount St. Mary's College, of Emmettsburg, Maryland, and then began clerking in his father's store, in New York. In 1861 he traveled in Central and South America and the West Indies, and upon his return to the United States established his home in Chicago. He was connected with a wholesale dry goods house in that city from 1862 to 1865, leaving there in the year last named to come to St. Louis. He was first employed in this city as a clerk in the wholesale dry goods house of Henry Bell & Son, later was connected with the firm of Samuel C. Davis & Co., and still later with the house of H. T. Simon, Gregory & Co., his entire term of service with these houses covering a period of twenty years. At the end of that time he engaged in the produce commission trade in this city, with George Smily as his partner, the style of the firm being Gignoux & Smily, and their place of business at No. 5 North Main Street. In 1886 this firm was dissolved, and Mr. Gignoux continued the commission business alone thereafter at No. 13 Market Street until 1887. He was appointed deputy jailer of St. Louis in 1888, and held that position two years. After that he interested himself in various business enterprises, and was president of a chemical company from 1891 to 1896, at which time he retired from commercial pursuits. He was a prominent Catholic churchman, and was long secretary and treasurer of Branch 99 of the Catholic Knights of America, and for twenty-six years was an usher in St. Alphonsus' Church. August 30, 1868, he married Miss Martha Louisa Lawless, of Providence, Rhode Island, who died October 10, 1890. Their surviving children are Harriet Martha Gignoux, Marie Belle Gignoux, Claude W., Alexis J., Elise, Charles C., Adele C., Francis J., and Rosina Gignoux. Claude W. Gignoux was a member of Company E of the First Missouri Regiment, Volunteer Infantry, enlisted in 1898 for service in the Spanish-American War.

Gildehaus, Henry, merchant, was born in Osnabrueck, in the Province of Hanover, Germany, in 1825, and died in St. Louis May 1, 1871. He was reared, as well as born, in the famous old city founded by Charles the Great in 785, and which, at the present day, is especially noted for its numerous and varied manufactures. There he was carefully educated, being graduated from a commercial college in 1844, and immediately afterward came to St. Louis. Two years after his coming to this city he entered the United States Army as a volunteer soldier, and served through the Mexican War as a lieutenant of his company. At the close of the war he returned from Mexico, and in 1847 married Miss Matilda Wulfing, daughter of Gustavus Wulfing and a descendant of one of the old patrician fami-

lies of Elberfeld, Germany, of which city one of Mrs. Gildehaus' ancestors was first burgomaster in 1596. In the year following his marriage Mr. Gildehaus became associated with his father-in-law in business as a retail grocer, under the firm name of Wulfing & Gildehaus, their place of business being at the southwest corner of Seventeenth and Market Streets. This firm was succeeded in 1852 by the firm of Gildehaus & Witte, and Mr. Gildehaus continued to be identified with the retail grocery trade until 1858. In the year last named he embarked in the wholesale grocery business in company with his two brothers-in-law, Charles Wulfing and Charles B. Dieckriede, under the firm name of Gildehaus & Co. He continued to be the head of this well known wholesale house until his death, and after that the business was carried on by his former partners under the same name, until 1876, when the style of the firm was changed to Wulfing, Dieckriede & Co., under which name it is still carried on. Mr. Gildehaus was a successful merchant, a capable man of affairs, and a citizen who enjoyed the high esteem of all with whom he was brought into contact, both in business and social circles. During the Civil War he was prominent among the merchants of the city who threw all the weight of their influence in behalf of the preservation of the Union, and he not only contributed largely of his means to aid in the prosecution of the war, but served as a member of the Home Guard, organized for the defense of St. Louis against Confederate invasion. At his death he was survived by his widow and four children, and to the education and bringing up of these children Mrs. Gildehaus has devoted the following years of her life. That they received careful and intelligent training is evidenced by the fact that the sons have developed into prominent and successful business men, and the only daughter into a worthy and useful woman. The two eldest sons are associated with their cousin in the proprietorship of the grocery house of Gildehaus, Wulfing & Co., established in 1882, and the youngest son is junior member of the wholesale grocery firm of Fink, Nasse & Gildehaus. The daughter is now the wife of W. M. Cooke, a scion of one of the oldest families of St. Louis.

Gingras Creek, which at one time figured in city sanitary measures, was formed by the confluence of two or three smaller streams, and derived its name from a man named Gingras, or, more likely, Jean Gras, who settled, at an early day, on the bottom near the mouth of the creek. It emptied into the Mississippi at the foot of Sawyer's Bend, opposite Bissell's Point. From 1830 to 1840 the main river was on the Illinois side. It, therefore, emptied above the water works on the Point, and between it and the Chain of Rocks. The new water works at the Chain are above the drainage of the old creek sewage.

Girls' Industrial Home.—On February 4, 1854, a number of women, meeting in the vestry room of St. George's Church, organized for the purpose of rescuing unprotected little girls. A larger meeting followed in the parlor of the Church of the Messiah, on February 11th, when it was resolved: "To found a home, followed by a school, in which these helpless ones should be sheltered, educated, the trends of their minds followed, and they be fitted for the vocations seemingly best adapted to secure them the safety of self-support. This home to be founded free from debt and kept so." At that time little beggar girls from three to ten years old were very numerous in the streets from the levee to Fourth Street, then the confines of trade. Far into the hours of night these little ones would ply their vocation, the more inclement the weather the greater their receipts. The children were in moral, as well as physical danger, and their rescue was the object of this organization, which was non-sectarian, being composed of members of the various Protestant Churches in the city. The board of thirty-five managers chosen to govern the charity, elected the following officers: Mrs. Mary B. Holmes, president; Mrs. Mary N. Ranlett, vice-president; Mrs. Caroline E. Kasson, secretary; Mrs. Mercy B. Manny, treasurer. The home was incorporated February 13, 1855. Having no money, the managers assessed a tax upon themselves, which is continuous. In a short time they raised $1,300, rented a house, secured a matron, and were themselves the teachers. The school opened with seven forlorn little girls. A petition to the city council resulted in a law prohibiting begging on the streets by children, and soon after there were ninety-two inmates. The charity grew, and in 1860 the board of managers, through hard work, economy and the small gifts of the generous, were enabled to purchase and improve

their present home at 718 North Eighteenth Street. Here a day school was added with a substantial warm dinner, for the pupils, often their only meal, and a "creche" was conducted, giving a family of 125, but these features were discontinued after a score of years. The home proper has assumed care of a total of 925 children. Many of these have been placed here temporarily by a parent or guardian unable to give them personal care. A small sum, varying according to circumstances, is received for their board. Many soldiers placed their children here during the Civil War. Children surrendered to the home are under its control until they have reached the age of eighteen years; some are placed for adoption in families, the home reserving the right of reclaiming the child if its welfare is not enhanced, and the others are fitted for congenial callings. Three are now receiving instruction at the Women's Training School. The home averages sixty inmates at an average annual cost of fifty-five dollars per capita. No patronage is required, the need of the child securing its immediate admission. A fine volunteer medical staff of well known specialists look after the health of the children; and it is a remarkable fact that, though many of the children are feeble when received, there have been only eleven deaths in forty-five years. The managers, long desirous of a new location, have bought, for $16,000, a lot 150 x 240 feet, on Maryland Avenue, west of Boyle, on which they propose, in the near future, to erect a building at a cost of $35,000. One only of the charter members is still living, Mrs. J. H. Barnard, the present corresponding secretary, who since 1854 has filled many offices of trust and is still a faithful and efficient worker.

Givens, Ozro B. lawyer, was born in the town of Juneau, Dodge County, Wisconsin, April 5, 1848, son of Samuel and Jerusha (Williams) Givens. His paternal ancestors were among the early Scotch-Irish immigrants to America, and the family history dates back to the colonial era. His parents, who were reared in New York State, emigrated to Wisconsin soon after that State came into existence, and settled on a farm near Juneau. Ozro G. Givens was reared on this farm, and, after attending the public schools until he had obtained a good English education, completed his academic studies at Whitewater Normal School, of Whitewater, Wisconsin. He then began reading law under the preceptorship of James McAllister, of Milwaukee, Wisconsin, and in 1873 continued his law studies as a member of the senior class of the law department of the University of Wisconsin. He was graduated from that institution in the class of 1874, and the same year came to St. Louis, where he entered upon the practice of his profession. He has ever since been a member of the bar of this city, devoting himself assiduously to his practice and allowing nothing to interfere with his professional duties. More than twenty years of successful practice have given him well-deserved prominence among the members of his profession in this city, and he is known to the profession and to the general public as a lawyer of fine attainments, as conscientious in the discharge of all his duties as he is able and zealous in guarding the interests of clients. In fraternal circles he is well known as a member of the Masonic order, affiliating with George Washington Lodge, of this city.

Glaser, Ferdinand, manufacturer, was born in Baden, Germany, April 15, 1815, son of Andreas Glaser, who, in his day, was one of the wealthiest farmers of the community in which he lived, and burgomaster of his native town. After acquiring a fair education, Ferdinand Glaser came to this country, landing in New York, in the autumn of 1829, and going from there to Baltimore, where his sister, Mrs. Barbara Obert, who had preceded him to this country, was then living. He served an apprenticeship to the shoemaker's trade with his brother-in-law, Mr. Obert, and in 1831 went to Robstown, now called Newton, in Westmoreland County, Pennsylvania, where he worked for four years following as a journeyman shoemaker. His sister died in 1834, and in 1835 he and his brother-in-law came as deck passengers on a steamer from Pittsburg to St. Louis. Here he worked at his trade eight years as a journeyman, and then made use of a portion of his accumulated earnings to return to Germany on a visit. He came back to St. Louis in 1844, and in 1848, being advised that a change of occupation would be beneficial to his health, he engaged in the manufacture of cigars and smoking tobacco, with Anton Rothenbuether as his partner. Mr. Rothenbuether died in 1849, and Mr. Glaser continued the business thereafter successfully until 1869, when he retired with

a comfortable fortune, to the care of which he has since given his attention. Having invested his accumulations in real estate, he has improved a considerable amount of property, and in a quiet way has done his full share toward building up the city. He is a Republican in politics, a Catholic in religion, and a member of the orders of Odd Fellows and Druids. For half a century he has been a member of the order last named, and when he became a member of Travelers' Rest Lodge, No. 1, of the order of Odd Fellows, there were but two lodges of this order in St. Louis. April 15, 1845, Mr. Glaser married Miss Magdalena Rothenbuether, daughter of Anton Rothenbuether. Mrs. Glaser died May 2, 1882. Their surviving children are Mrs. Barbara Dieckmann, John Robert Glaser and Adolph M. Glaser.

Glasgow, Edward James, was born in Belleville, Illinois, June 7, 1820, son of William and Sarah (Mitchell) Glasgow, the first named a native of Delaware and the last named, of Virginia. His maternal grandfather, Edward Mitchell, and his two brothers served in Colonel William Campbell's regiment of Virginia riflemen during the Revolutionary War. His father was a pioneer Western merchant, who was in business at different times in Belleville, Illinois, and at Herculaneum and St. Louis, Missouri. The elder Glasgow served at one time as treasurer of St. Louis, and was president of the Missouri Insurance Company, the first corporation of that character organized in this city. Edward J. Glasgow was educated in St. Louis, completing his course of study at St. Louis University and St. Charles College. Before he attained his majority he went to Mexico and in 1840 was appointed United States Consul at Guaymas by President Van Buren. He had gone to Mexico to take charge of certain business interests for James Harrison, his uncle, James Glasgow, and himself, at Mazatlan, and was engaged in trade there until 1843. The goods which he received from this country were shipped by sailing vessels around Cape Horn, and returns were made to St. Louis in silver bars, dye-woods and pearl shells, the last named article being gathered from the California Gulf pearl fisheries. In 1843 he left Mazatlan, and engaged in the overland trade between Missouri and Chihuahua in partnership with Henry Connelly, afterward Governor of New Mexico. Their goods were transported in large wagons, usually drawn by ten mules each, and the starting point of these wagon trains was Independence, Missouri. In those days, the plains of Kansas, which they were obliged to traverse, were infested by hostile Indians, belonging to the Comanches, Kiowa, Pawnee and other tribes, and in New Mexico and Chihuahua the Apaches were hardly less unfriendly. It was 1,400 miles from Independence to Chihuahua, and not more than 200 miles of the trail was secure from Indian attacks on the wagon trains traversing it. Freighting in those days over the Santa Fe trail was a hazardous occupation, and Mr. Glasgow had many thrilling, and not a few perilous, experiences while engaged in the overland trade. His last trip across the plains was made in 1846 on the eve of the rupture between the United States and Mexico, which culminated in the Mexican War. His train was escorted into Santa Fe by the troops then on their way to Mexico, under command of General Stephen W. Kearney. After a delay of several months, Mr. Glasgow's train, with several others, moved south with the United States forces under command of Colonel A. W. Doniphan, who expected to join and reinforce General Wool at Chihuahua. At El Paso del Norte the traders and their teamsters, over 200 in number, were formed into two companies of infantry and mustered into the service of the United States by order of Colonel Doniphan. Mr. Glasgow was elected captain of one of the companies, which became a part of the battalion commanded by Major Samuel C. Owens, also a trader. They participated in the battle of Sacramento, fought on the 28th of February, 1847, in which Major Owens was killed, and completed a three months' term of service in the war with Mexico. Later, in 1847, and during a portion of the year 1848, Mr. Glasgow served as United States commercial agent at Chihuahua. He returned to the United States in 1848, and for thirty years thereafter was engaged in business in St. Louis, dealing largely in sugar and coffee, a considerable amount of which his house imported from Brazil. At different times during his long business career in St. Louis, he has been identified with corporate interests as a director of the Bank of Missouri, director of the Bank of St. Louis, director of the Boatmen's Bank, and director of the St. Louis Insurance Company, and other insurance corpo-

Thos Glasgow Jr

rations. He married, in 1856, Harriet Clark Kennedy, daughter of James Kennedy, originally of Virginia, but as early as 1816 a prominent business man of St. Louis. Her maternal grandfather was Dr. Antoine F. Saugrain, of Paris, who, in 1788, came to America, bringing letters of introduction to Benjamin Franklin, by whom he was entertained and highly esteemed. He descended the Ohio River that year from Pittsburg in an open boat, in company with three other men, one of whom was killed by the Indians, and another drowned in attempting to swim ashore. Dr. Saugrain was captured by the Indians, but escaped later, and made his way to the fort at Ohio Falls, opposite Louisville. After revisiting France he came back to this country and settled first at Gallipolis, Ohio, removing from there to St. Louis in the year 1800 and remaining here until his death.

Glasgow, Edward James, Jr., merchant, was born in St. Louis March 27, 1853, son of William H. and Mary Francis (Wright) Glasgow. Both his father and his grandfather Glasgow were St. Louis merchants, and his grandfather was a pioneer among those who came from the Eastern States to engage in merchandising in this city, he having come here in the year 1816. William H. Glasgow, the father of Edward J. Glasgow, Jr., was an accomplished man of affairs, and the son not only inherited the mercantile instinct, but was reared in an atmosphere conducive to its culture and development. After receiving thorough educational training which was completed at Washington University, of this city, he went South and for some years lived on a sugar plantation in Louisiana. Returning to St. Louis, he became associated with his father in the wholesale grocery trade, in which he continued until 1880. He then connected himself with the wholesale dry goods house of Crow, Hargadine & Co., and a year and a half later was admitted to a partnership in that establishment. Since then his genius, his commercial acumen, his time and efforts have been at the service of this great mercantile institution, known throughout the West because of the magnitude of its operations, its high character as a business house, and its long and honorable history. As the honored founders of the establishment passed from the stage of active life, younger men have succeeded them, and some changes of name have followed as a result, but the same spirit of enterprise, coupled with the same sagacious conservatism, have continued to be distinguishing characteristics of the house, and the present Hargadine-McKittrick Dry Goods Company, with its vast business and numerous trade ramifications, is a splendid commercial institution built up by a process of evolution which began more than fifty years ago. As the city grew, its business has grown, and the expansion of its trade has been, in a measure, typical of the growth of St. Louis. As vice-president and one of the active managers of the business of this corporation, Mr. Glasgow now has under his charge its office affairs and has proven himself a worthy successor of the distinguished merchant, under whose training he fitted himself for these duties and responsibilities. Nature endowed him with a capacity for hard work, a clear comprehension of business problems, and analytical powers which have been invaluable to his associates and the business in which he is engaged. Scrupulously exact in all his transactions, and having a profound regard for what may be termed the ethics of merchandising, he has taken a pardonable pride in sustaining the long established reputation of his house for perfect rectitude in all its dealings, and in maintaining that commercial integrity, which came to him and his associates of the present day as a rich inheritance from their predecessors. Always a busy man, he is, at the same time, one of those self-poised men upon whom the cares incident to the conduct of a great business seem to rest lightly, who dispatch matters with the least possible friction, and whose uniform courtesy seems to soften and reduce to the minimum the asperities of every-day life. He married, January 14, 1880, Miss Julia Hargadine, second daughter of William A. Hargadine, of whom extended mention is made elsewhere in these volumes. A son, William Hargadine Glasgow, and a daughter, Carlotta Glasgow, complete the family circle, in which Mr. Glasgow finds the sweetest joys of life, by reason of his domestic tastes and love of home.

Glasgow, William, Jr., who may be said to have been the founder of one of the great industries of Missouri, was born in Christiana, in the State of Delaware, July 4, 1813, son of James and Ann Ross Glasgow. When he was five years of age his parents removed to Missouri and were among the earli-

est settlers who came from the Eastern States to what was then a Territory. They settled first at Chariton, Howard County, and that was their place of residence until 1836, when they removed to St. Louis. William Glasgow, Jr., who was the eldest son of James Glasgow, spent his early years at Chariton, and while still a child he was sent back to his native State of Delaware, and received his education at a well known institution of learning, conducted by Eli Hillis, in Wilmington. Returning to Chariton immediately after leaving school, he was in business at that place until 1836, when he came with his father's family to St. Louis. In 1837 he established in St. Louis the firm of Glasgow, Shaw & Larkin, which continued until 1840, when he retired from business and was succeeded by Thomas H. Larkin. In 1842 he erected one of the earliest factories to manufacture white lead, but this proving unprofitable it was discontinued after a short time. William Glasgow, Jr., W. C. Taylor and William Milburn were appointed by the Legislature, commissioners for the sixteenth section of public school land. W. C. Taylor and William Milburn dying, the trust was continued in the hands of William Glasgow. He served as commissioner for over thirty-five years. A large part of this tract was in litigation and the later years of his life were largely spent in protecting this trust, and perfecting the titles to the property. Through his energy and zeal many hundred thousand dollars' worth of property were saved to the use of the public schools. A student of the resources of the State, he was impressed in early life with the view that the soil of portions of Missouri was peculiarly well adapted to grape culture, and in 1844, he planted a small vineyard at his residence in St. Louis for the purpose of experimenting in wine-making. His enterprise was one which was generally looked upon as of doubtful issue, very few of his friends and contemporaries among the business men of St. Louis having any faith in his being able to produce a wine which would find favor in the market. The results not only surprised these friends, but surpassed Mr. Glasgow's most sanguine expectation, demonstrating beyond a doubt that soil and climatic conditions were favorable to the making of good wine in Missouri, and that intelligent enterprise only was necessary to the building up of a prosperous industry of this character. His was the first vineyard established in the State, and to Mr. Glasgow belongs the credit for having introduced a new and profitable feature into the horticulture of Missouri. In 1847 he obtained the first premiums for grapes and wine which had been given by any society in the State. In 1858, with Amadee Valle and Allen H. Glasby, he formed the wine manufacturing company of William Glasgow, Jr., & Co. He became president of this corporation two years later, when it was chartered as the Missouri Wine Company. Under this name both the company and its products became widely known, and Mr. Glasgow obtained much prominence as the pioneer wine maker of Missouri. He was a sagacious man of affairs, an old school gentleman, and a much esteemed citizen. He was all his life an earnest student and gave a great deal of time to experiments in mechanics and mathematics. He was an amateur painter of merit, having studied painting during his earlier years, passing some time in the studio of Sully in Philadelphia. April 16, 1840, he married Miss Sarah L. Lane, daughter of Dr. William Carr Lane, who was the first mayor of St. Louis, and one of its most distinguished pioneer citizens. He died in St. Louis, in 1892, aged seventy-nine years. He left seven children; Sarah, William C., Frank A., Allan C., Mary, Annie and Susan.

Glasgow, James, was born at Christiana Bridge, Delaware, in 1784. He was the elder of the two sons of James and his wife, Eleanor Aiken Stuart. His grandparents, James and Ann Glasgow, had emigrated from Scotland in the earlier part of the eighteenth century, and settled in Delaware. His father and mother both died early, and he was left to the care of an aunt. He married Ann Ross, the daughter of James Ross, a wealthy merchant of Wilmington, Delaware, and Ann Cottmann of Philadelphia. He settled in Howard County, Missouri, at the town of Chariton, in the year 1819. Here he established an extensive general store under the firm name of Compton, Ross & Glasgow, and as business developed, established branches in Richmond and Liberty, Missouri. He also engaged in the manufacturing of hemp and tobacco. In conjunction with Captain Turner and others, he laid out the town of Glasgow, Missouri, which bears his name. In 1835, in connection with James Harrison, under the firm name of Glasgow & Harrison, he obtained the contract

from the government for the removal of the Choctaws and the Seminoles from their residence in Northern Alabama to their present lands in the Indian Nation. They also largely engaged in the Mexican trade, shipping cargoes by water to the western coast and overland by pack trains, the Mexican headquarters of the firm, Glasgow, Harrison & Vallois, being Chihuahua and Guaymas. In 1840 he entered the firm of Gay, Glasgow & Co., which became large importers of sugar and tobacco from Havana. They also bought the sugar refinery from McLean. This they operated for some time and afterward sold to William H. Belcher. James Glasgow invested largely in lands in St. Louis, and built the first three-story brick row on Fourth Street, extending from St. Charles to Locust Street, known in early times as "Glasgow Row." He died in St. Louis in the year 1857, aged seventy-three years, leaving two children, William Glasgow, Jr., who married Sarah Lane, the daughter of William Carr Lane, and Susan, who married Thomas H. Larkin.

Glasgow, William Henry, merchant and manufacturer, was born February 19, 1822, at Belleville, Illinois, son of William and Sarah (Mitchell) Glasgow. His father was a native of the State of Delaware, who came to St. Louis in 1816, and for many years thereafter was engaged in merchandising in this city, and also in Belleville, Illinois, and at the old town of Herculaneum, Missouri. At the place last named he operated what was known as the Sandy lead mines for some time prior to 1827, removing from there to St. Louis, where he spent the remainder of his life, dying here in 1876. In his early life the elder Glasgow spent some years at Cadiz, Spain, and was for a time also at Bordeaux, France, as assistant and acting consul of the United States government. William H. Glasgow was educated in the schools of St. Louis and at St. Charles' College, of St. Charles, Missouri. After quitting school he was engaged for a time in the wholesale grocery business in this city, but in 1842 abandoned this business to go on an exploring expedition to Mexico. In the fall of that year he sailed from New Orleans, Louisiana, for Tampico, Mexico, landing at the place last named in due time. Traveling through the interior of Mexico was done in those days on either mule or horseback, the traveler carrying his baggage on a pack mule, including his bed and cooking utensils, and either sleeping out doors where nightfall overtook him, or, when he was more fortunate, in what were called "mesons," a kind of barrack building, without furniture of any kind, and with no windows save a small circular one near the ceiling, protected by heavy iron bars. The doors of these "mesons" were made of heavy oak, and were iron-bound, so that the traveler who found lodging in one of these places usually felt secure if he were not entirely comfortable. Leaving Tampico soon after his arrival there, Mr. Glasgow traveled after the fashion of that day across the country to San Blas, going thence to Mazatlan, on the Gulf of California, from there to Alamos, and then, crossing the mountains, to the old mining town of Jesus Maria. He spent his twenty-first birthday at Jesus Maria, and then turned homeward, visiting next the city of Chihuahua, making his way from there to Santa Fe, and thence across the plains to Independence, Missouri. The dangers from attacks of bandits in Mexico and of Indians on the plains were sufficient to render this an attractive trip to a young man fond of adventure, and in addition to this experience, Mr. Glasgow returned to St. Louis with a knowledge of the southern portion of the continent possessed by comparatively few Americans at that time. In 1846 he went again to Mexico, and was delayed en route by the breaking out of the Mexican War. He was at El Paso, Texas, when Colonel A. W. Doniphan, of Missouri, who had marched with General Kearney to Santa Fe, reached El Paso on his way to join General Wool, then in the interior of Mexico. Enrolling themselves in Captain E. J. Glasgow's company, of Colonel Doniphan's regiment, Mr. Glasgow and his party proceeded with them on the way to Chihuahua, Mr. Glasgow being commissioned first lieutenant of his company. On the 28th of February, 1847, when within seventeen miles of Chihuahua, they were confronted by a force of Mexicans 4,000 strong at the pass of the Sacramento Mountains. Colonel Doniphan's force numbered all told 924 men, and the enemy were strongly entrenched. Notwithstanding the disparity of numbers, and the enemy's advantage of position, he attacked with such fury as to completely rout the Mexicans, who lost more than 800 killed and wounded. The next day he marched into Chihuahua, which had surrendered, and soon afterward Mr. Glasgow

resigned his commission, and established himself in business as a merchant in that city. At the end of a year, and after General Sterling Price had occupied Chihuahua, he returned to St. Louis by way of Monterey. Here he again embarked in the wholesale grocery business, in which he was successfully engaged for many years thereafter. In 1886 he was made president of the St. Charles Car Company, and since that time has become widely known as a manufacturer, and to the railroad interests of the country, the corporation of which he was the head, being extensively engaged in the manufacture of all kinds of railway equipments. To the people of St. Louis he has been the best known as a business man of superior capacity, whose operations have been uniformly successful, and who has earned fortune's favors by the intelligent conduct of his affairs. Those who enjoy a more intimate acquaintance with him, know him also as an extensive traveler, who has seen much of the world, and who has gathered a large fund of general knowledge as a result of his observations. He has been well known as an Episcopal churchman since 1855, and politically has been identified with the Democratic party since the old Whig party, with which he first affiliated, passed out of existence. He has been twice married. First, in 1850, to Mary Frances Wright, daughter of Major Thomas Wright, paymaster in the United States Army, and in 1860, to his second wife, who was Miss Carlota Nestora Fales, before her marriage, and whose earlier home was at Remedios, in the Island of Cuba.

Glasgow, William Carr, physician, was born January 16, 1845, in St. Louis, son of William Glasgow, Jr., whose ancestors immigrated from Scotland to the United States in the early part of the eighteenth century, and settled at Christiana, in the State of Delaware. The elder Glasgow removed to Missouri in 1818, and was numbered among the pioneer settlers in what was then an infant commonwealth. The mother of Dr. Glasgow was Sarah Lane before her marriage, and she was the daughter of Dr. William Carr Lane, in his day one of the most distinguished citizens and physicians of St. Louis, who passed into history as the first mayor of the city. After having passed three years in the Real Gymnasium in Wiesbaden, Germany, Dr. Glasgow entered Washington University, and was graduated from that institution in 1865. He then began the study of medicine and was graduated from St. Louis Medical College in 1869, afterward taking a post-graduate course at Long Island Hospital Medical College, of Brooklyn, New York, which was supplemented by residence and study for two years at the University of Vienna, Austria. Returning then to his native city, he began the practice of his profession under most favorable auspices and in 1872 was appointed lecturer on physical diagnosis at the St. Louis Medical College. In 1885 he was made adjunct professor of practice in the same institution; in 1886 he was made professor of diseases of the chest and laryngology in the Post-graduate School of Medicine; and in 1890 professor of practice of medicine and laryngology in the Missouri Medical College. In 1899 he was appointed professor of clinical medicine and laryngology in the medical department of Washington University. He was one of the founders of the American Laryngological Society in 1878, and in 1890 he was honored with the presidency of that society. He has been prominent also as a member of the American Climatological Society, of the American Medical Association, and of the Missouri Medical Society, and is consulting physician and lecturer of the St. Louis City Hospital. He was co-editor at one time of the "Courier of Medicine," and has contributed many monographs to medical literature. Among these have been "Plastic Bronchitis," "The Etiology and Mechanism of Asthma," "Septic Disease of the Throat," "Cellular Pneumonia," and "Ideopathic-Membranous Croup," in Burnett's "System of the Diseases of the Ear, Throat and Nose." Dr. Glasgow married, in 1877, Miss Fannie E. Englesing, daughter of Captain J. C. Englesing, who served with distinction in the Confederate Army during the Civil War. Mrs. Glasgow's social and domestic graces have made her husband's home life as happy as his professional life has been successful, and four sons and one daughter, born to them, complete their family circle. Their children are William Ross, Carr Lane, Clemens E. and Francis Ewing Glasgow.

Glogau, Emile William, who has been a conspicuous figure in the business circles of St. Louis since 1887, was born in the northern part of Austria at Teplitz, famous for its saline-alkaline springs, and one of the most

Wm. C. Glasgow

frequented watering places in Europe. The date of his birth was February 11, 1857, and his parents were William and Babette Glogau. His father was a manufacturer of knit goods, who, from time to time, filled large government contracts, and is said to have been the first manufacturer in Austria to give employment to women. His ancestors in the paternal line were of French origin, but transferred their allegiance and their residence to Austria, when the Huguenots were driven out of France. Emile W. Glogau was educated at the Freemason school of Friedrichstadt, near Dresden, Germany, and was then sent to France to take a course of training in a weaving school, his father's intention being to fit him for the business of manufacturing knit goods and to make him, in due time, his own successor. The son did not return, however, but went for a few years to Bradford and Manchester, England, for his business education, and in 1881 returned to France and organized a syndicate of French capitalists, who sent to this country, under his auspices, the first three battle panoramas exhibited in America. The first of these was "The Siege of Paris," painted by Phillippotaux, Pere, which took the New York public by storm, and greatly interested some of the surviving generals of the Civil War, among whom was General Grant, who was present on the opening night of the exhibition. On that occasion General Grant suggested to Mr. Glogau that the same artist should paint some American battle-field, and jotted down some interesting memoranda concerning the battle of Gettysburg and the siege of Vicksburg for his guidance. At a later date Mr. Glogau brought to Chicago and established there the panorama of "The Battle of Gettysburg," and also established "The Battle of Waterloo" panorama in San Francisco. In 1886 he disposed of his interests in all these paintings, after having realized and divided among the partners in the enterprise more than a million dollars in profits. He then went to New York, but returned soon afterward to Chicago, where he purchased from a capitalist of that city an interest in the ground lease at the corner of Olive and Sixth Streets, St. Louis, on which the present Commercial Building was erected. This brought him to St. Louis, and in the fall of 1887 he decided to locate here permanently, and made large real estate investments for himself and others. Since that time he has been a leading spirit in promoting splendid building and other improvements, and the city is indebted to his enterprise for some of its largest and handsomest office and other buildings. He was the organizer of the corporation which erected the Commercial Building, financiered the enterprise and had personal charge and supervision of the building operations. In the same way he set on foot and carried forward to completion the Union Trust Company building, the St. Nicholas Hotel Building, and the Terminal Hotel Building. All these have been enterprises of large magnitude, and all are monuments to the business ability of the men who conceived the projects, interested the necessary capital and completed improvements which are the pride of the city. A gentleman of fine social qualities, Mr. Glogau is identified with nearly all the more prominent clubs of St. Louis, and both he and his wife have been active in charitable work and in advancing the interests of leading charitable institutions. Both also entertain liberal religious views, and are members of the Ethical Culture Society, and the Church of the Messiah. Politically Mr. Glogau affiliates with the Republican party. He was married, in 1889, to Miss Eleanor Bunzl, daughter of M. Julius Bunzl, a well known merchant and philanthropist, of New York City.

Glover, Samuel T., long known as one of the great lawyers of the Missouri bar, was born in Mercer County, Kentucky, March 9, 1813. His childhood and youth were passed on a farm, where he first began to read law, which he pursued diligently in connection with his other studies until he entered the college at Bardstown. At this institution he graduated with the highest honors of his class. After practicing a year or two in his native State he removed to Missouri, and was admitted to the bar at Palmyra in 1837, where, in connection with his partner, John T. Campbell, he acquired a large clientage throughout the second judicial circuit, which embraced Marion, Lewis, Pike, Lincoln and adjoining counties. In 1849 he came to St. Louis and established a partnership the next year with John C. Richardson, one of the most eminent lawyers of the State, which was continued until 1857, when Mr. Richardson was elected to the Supreme bench. Three or four years later the law firm of Glover & Shepley was formed, and contin-

ued until the death of Mr. Glover, January 22, 1884. John R. Shepley was, like Mr. Glover, one of the most able and distinguished legal lights of St. Louis. An interesting fact is related illustrating the esteem in which the characters of both men were held. When the case of Maguire v. Taylor was instituted, and during a litigation of many years—a case involving heavy interests, and which was three times before the United States Supreme Court—Mr. Glover represented one of the partners and Mr. Shepley the other. Pending the suit these gentlemen entered into their law partnership, and each proposed to his client to retire from this case; but such was the confidence of Maguire and Taylor in their attorneys that they insisted that the proceedings should go on without reference to the new relation, without the least diminution of zeal on the part of either lawyer. Mr. Glover's first case in the State Supreme Court is reported in the fifth volume of Missouri Supreme Court Reports. From that to the seventy-sixth there is not one volume which does not present him as counsel in numerous important cases. For thirty years he practiced in the United States courts. The reports of Howard, Black, Wallace and Otto bear testimony to the frequency of his appearance before the highest tribunal of the land, as well as to the learned, able, painstaking and conscientious discharge of his duties in behalf of the varied interests he represented. Mr. James L. Blair, in an address before the Kansas City Bar Association in March, 1897—an address which splendidly portrays the career of Mr. Glover—states that Mr. Glover appears in the reports as having been in thirty-two cases in the United States Supreme Court, thirty-five in the St. Louis Court of Appeals, and 410 in the Missouri Supreme Court. Mr. Blair adds: "When we consider that a lawyer in active practice will try ten cases at *nisi prius* to every one that he argues on appeal, and that he appeared many times in the Federal courts and in the higher courts of other States, these figures seem prodigious." But to his wonderful natural endowments Mr. Glover added an industry that nothing seemed to weary. Repeatedly in a forensic contest he carried away victory regardless of the dangerous tax upon his physical nature. His unsparing, unyielding energy made him superior and invulnerable to fatigue of brain or corporeal suffering. Doubtless he thus materially abridged the period during which he might have remained an ornament to the bar, a pillar to his family, and a guide to the people. An irresistible influence continually spurred him in the line of duty, and whatever he found to do he did with all his might. From his youth he was afflicted with an exasperating impediment of speech, which would have deterred a less resolute person from continuing in a profession calling for readiness of utterance; yet, though he never wholly overcame this nor recovered from a bronchial affection nearly as annoying, he became one of the most eloquent of pleaders and public speakers. With a quick, discerning judgment, invincible logic, fine fancy, a mind well stored for illustration and example from the fields of history, philosophy and polite literature, he charmed the listener whilst he convinced him. He was by no means lacking in wit, but his satire, without being venomous, was as keen as the blade of a surgeon. It would seem that his professional duties could have left him but little time for aught else, but we find Mr. Glover prominent in organizing the Missouri Historical Society, and in various movements for intellectual advancement. He was one of the petitioners to the General Assembly to provide for a thorough geological survey of Missouri, and prepared the memorial on that subject, thus taking the first step toward the development of the vast mineral resources of the State. In politics Mr. Glover, although raised in the atmosphere of slavery, early exhibited a leaning toward the policy of emancipation, and after coming to St. Louis he identified himself with the Free Democratic party, cooperating with Blair, O. D. Filley, John How, Gratz Brown and others of that faith. He assisted in promoting the movement for the nomination for President at the Chicago convention, 1860, of Edward Bates, who became a member of Mr. Lincoln's cabinet. From first to last he was an unflinching Unionist. He participated in the first military organization, held early in 1861 in the counting room of O. D. Filley, to repel any attack on the arsenal, and was president of the Fifth Ward Union Club of 105 men, enrolled for military duty. He was also one of the committee of safety, composed of O. D. Filley, John How, James O. Broadhead, J. J. Witzig and himself. He, however, was not an ultraist, or radical, but a firm upholder of the Constitution and an enemy of usurped authority. He

opposed the capture of Camp Jackson by military force. He was the firmest and ablest defender of those imprescribable rights of the American citizen which the madness of the hour sought to violate. When Judges Dryden and Bay were forcibly taken off the State supreme bench by order of Governor Fletcher, under what was called the "Ousting Ordinance," in June, 1865, he assisted in calling a public indignation meeting at the courthouse, which was addressed by himself and Colonel Broadhead. Previously he had in a most caustic manner assailed Fletcher's administration through the press. Many attributed to his pen the authorship of the celebrated reconstruction orders of General Hancock, whilst that officer was in command of the Louisiana Department; it is certain they reflected his views. But the crowning feature of his political career was his famous argument in the case of Blair v. Ridgeley, against the bill of pains and penalties contained in the test oath section of the "Drake" State Constitution of 1865—an effort that would alone establish a lasting reputation for him as an expounder and vindicator of the great charter.

A fitting arena for Samuel T. Glover would have been the United States Senate chamber, but though he was twice persuaded—in 1871 and again in 1879—to be a candidate, he did not reach the station of a Senator. He was wholly unused to the arts and lacked the "personal magnetism" of the modern politician. His intimate friends knew he possessed unusual social qualities; in familiar conversation he was brilliant and delightful, with a playful humor, but he was not a "mixer," as the phrase is; was often absent-minded, and sometimes was forgetful of faces or names.

Mr. Glover was married in Marion County June 28, 1843, to Miss Mildred Buckner, who came to Missouri from Louisville, Kentucky. They were the parents of nine children—two sons dying quite young: John M., Albert, James Lawrence R., Griffith, Mrs. Clark Way, Mrs. Robert H. Kern, and a daughter, Betty Moore, who died unmarried in 1884.

Goetz, Charles William, manufacturer, was born in 1854 in Niederflorstadt, Province of Hesse-Darmstadt, Germany, and died in St. Louis June 19, 1898. His parents were Charles W. and Elizabeth Goetz, and the father was a prominent and wealthy landowner of the region in which he lived. His mother came of a family locally prominent, her father having served as mayor of the town of Niederflorstadt. Charles W. Goetz, the son, spent the first thirteen years of his life in Germany, and then came with his mother to the United States and to St. Louis, where they established their home. Here he completed his academic studies in the public schools, and then graduated from Jones' Commercial College. In 1870 he entered the employ of the Mullanphy Emigrant Relief Fund Board as a clerk, and retained his connection with that institution two years. He then accepted a position in the Mechanics Saving Institution, a banking house located at that time at the corner of Seventh and Market Streets, with which he was connected until 1875, when he embarked in the business of manufacturing lime and cement. Philip Darnheim was associated with him in this enterprise, and the style of the firm was Philip Darnheim & Co. until 1878, when Mr. Goetz purchased Mr. Darnheim's interest. He then associated with himself C. W. S. Cobb, and the firm was Goetz & Cobb until 1890. In that year this association was dissolved, and the business was conducted thereafter under the name of Charles W. Goetz & Co. The enterprise proved highly successful and remunerative, and as his resources increased Mr. Goetz became interested in other ventures, chief among which were the Ash Grove White Lime Association, of Ash Grove, Missouri, of which he was president and principal shareholder, and the Carthage White Stone and Quarry Company, of Carthage, Missouri. A thoroughly capable business man, he managed all his affairs sagaciously, built up a fortune for himself, and at the same time gained the respect of the business circles of St. Louis and the esteem of his patrons and the general public by his conscientious and honorable dealings. He led an intensely active life, and was one of the younger business men of St. Louis whose energy and ambition contributed in no small degree to the advancement of industrial and commercial interests. He was too much devoted to his business affairs and his home and family to take an active part in politics or political campaigns, but was known to his friends and acquaintances as a staunch Republican. His religious affiliations were with the Presbyterian Church, and he was a member of the Masonic order and of the West St. Louis Turnverein. November 30, 1880, Mr. Goetz

married Miss Louisa A. Darnheim, and the surviving members of his family are Mrs. Goetz and one son, Charles W. Goetz, Jr.

Golden Chain Society.—The Golden Chain Children's Humane Society was founded in St. Louis in 1888 by the union of several Bands of Mercy, which had been founded in this city during the years 1885-6-7 by Mrs. Pauline Polk Brooks. The object of the society is to cultivate the sentiments of mercy and kindness by readings and recitations of noble deeds and words in behalf of human and dumb creatures. The following precepts form its creed: "Blessed are the merciful," "The merciful man is merciful to his beast," "Cruelty to animals will poison their flesh and milk," "The merciful man doeth good to his own soul, but he that is cruel troubleth his own flesh." The founder of the society affirms that just in proportion as we instill into the minds of children the principles of mercy toward the helpless we contribute toward the future peace and prosperity of our country. Hence it is a matter of vital importance to give our future citizens a special humane education, not only in the school and home, but at meetings whose published reports may serve to broaden the field of humanity throughout the land. If we place a toy whip in the hand of a child we are training the future citizen to manage, not only his horse, but his child or wife, by force alone. If we give him a gun and teach him to kill the birds for fun, we are developing the instinct of murder. If, on the other hand, we teach him to spare the birds, try kindness with the horse, throw bread to the starving dog, we are training our future citizens to be brave, manly, generous and humane. The plan of work inaugurated by the Golden Chain is to interest the members in forming Bands of Mercy in their respective neighborhoods, and to secure signatures to the Humane Pledge.

In 1898 ten branches were holding regular meetings in St. Louis, and seventy had been organized in all in various cities and States. A branch had also been organized in South America through the efforts of Miss Hattie Jenness. Spanish is the language spoken at the meetings of the South American society, and its name is "Cadena de Oro," the Spanish for "Golden Chain." The motto—the Spanish for "We speak for those who can not speak for themselves"—is hung in the great hall of the Escuela Normal, of Buenos Ayres. The practical humane work of the older members of this society is beyond all praise. Mercy is its own reward, but if poor dumb mouths could speak many thousands would testify to the grand acts of the boys and girls of the Golden Chain.

"Among the noblest in the land,
Though he should count himself among the least,
Is he who in this city dares to stand
The friend of every friendless beast."

Gonter, Charles G., was born in Columbia, Lancaster County, Pennsylvania, January 31, 1828. John Gonter, Jr., was his father, who was the son of John Gonter, Sr., who participated in the War of the Revolution. Charles G. Gonter's mother was Susan Gossler, born in Columbia, Pennsylvania. Charles was educated in the public schools of his native town. At the age of fifteen he entered the printing office of the "Columbia Spy," a paper owned and edited by James Patton, and at times was its local carrier. After his advancement in type-setting and in other branches of the printing business he was apprenticed to R. W. Middleton, proprietor of the "Lancaster (Pennsylvania) Union," and upon its demise, a few years later, started out upon the world as a "journeyman printer." During his connection with the "Union," Middleton, in a political dispute in the office of the paper, seriously shot and wounded Colonel James Cameron, a brother to the late ex-Senator Simon Cameron. Middleton was arrested and incarcerated in the county jail, from which he wrote his editorials and made his selections from the exchanges. Young Gonter conveyed to and from the prison all mails and matter for the paper. After that he set type side by side with the late Colonel John W. Forney on the "Lancaster (Pennsylvania) Intelligencer," the home organ of James Buchanan, afterward President of the United States. During his sojourn in Lancaster he became quite a favorite of the distinguished and well known statesman and politician, Thaddeus Stevens. The two roomed and slept together for a considerable time. Gonter was then young, but had allied himself with the Democratic party; while Stevens was a radical Whig. Politics, however, never interfered with their personal friendship, which continued—although separated by miles of space—up to Thaddeus Stevens' death. Upon one occasion he proposed to Gonter the establish-

ment of a Whig paper in the city of Lancaster, and offered him the entire outfit and agreed to pay all expenses for the first year and then deed this entire plant to Gonter if he would accept it, having such implicit confidence in his honesty and business ability. Before this liberal proposition could be consummated young Gonter, through the instrumentality of James Buchanan, was tendered the position of State Agent on the Pennsylvania Railroad, running from Columbia to Philadelphia, and, boyish-like, accepted that rather than Mr. Stevens' friendly offer. Stevens was a prominent politician, wealthy and ambitious to be Governor of the State. In 1846 Charles G. Gonter left Lancaster City, wishing to see something of the world, and, taking Horace Greeley's advice, headed for the West, and, after a tedious trip of seventeen days, arrived in St. Louis on the 18th of January of the same year, traveling all the way by boat from Johnstown, Pennsylvania. There were no railroads in those days west of the Alleghanies. He carried with him letters "to whom it may concern" from James Buchanan, Thaddeus Stevens, Simon Cameron, John W. Forney and many others. His first employment was in the "Daily Union" printing office, located on Locust Street, between Main and Second Streets, then owned by Loring Pickering and Warden P. Penn. Judge Samuel Treat, of the United States Court, was one of the principal editors. He soon became the foreman and proofreader of the establishment. In 1849 he became the foreman of the "Organ," conducted by Anderson & Staley. At various periods he has been a type-setter on the different St. Louis newspapers of that day, including the Union, Organ, Republican, Times, New Era, Reveille and others. In May, 1851, he married Miss Elizabeth A. Reilly, of Baltimore. On January 1, 1852, Charles G. Gonter, in connection with John F. Frazier, M. C. Libby, Joseph L. Craft, Robert McKee, and J. W. MacDonald—all practical printers—established a daily paper called the "Morning Signal," which was later on sold to the managers of the Democratic party, and which proved to be the foundation stone of the present "Globe-Democrat." After the transfer of the "Signal" Charles G. Gonter purchased a half interest in the "Merchants' Exchange Price Current," and was for twenty-seven years connected with it under the firm name of Chas. G. Gonter & Co. He retired from this paper to assume the duties of recorder of voters of St. Louis, by appointment of Mayor Henry Overstolz, and was the first recorder of voters under the Scheme and Charter. He was always a pronounced Democrat, and served several terms as chairman of the city and county committee. He often boasted that he came to St. Louis with fifteen cents in his pocket and spent them in fifteen minutes after his arrival.

Good Fellows, Order of.—A fraternal and benefit organization which came into existence in St. Louis about the year 1852, and finally ceased to be represented here about 1876. The order flourished for a time at different points in Missouri, but its membership was gradually absorbed by similar organizations, and there was not a lodge in existence in the State in 1897.

Good Government League Club.—An association in St. Louis whose objects are the "promotion of good government, municipal, State and national; the resisting and exposing of corruption in public affairs, and the exaltation of American citizenship through the principles of the Republican party." It was founded January 17, 1899, and its first officers were L. J. W. Wall, president; F. B. Brownell, first vice-president; Joseph B. Ambs, second vice-president; E. L. Rowse, third vice-president; Isaac A. Hedges, secretary; Fred C. Meier, treasurer; Joseph E. Tatum, corresponding secretary; Thomas H. Keeling, financial secretary.

"Good Ladies."—A secret society composed mainly of German women, which originated in Philadelphia. The first lodge was established in St. Louis in 1859 by Herr August Etling, a well known German. Other lodges came into existence later, with both English and German-speaking members, but only one—the "Freundschafts-Versammlung"—survived for any length of time. This society conducted its proceedings in the German language, but declared its independence of any foreign authority. It paid sick benefits and funeral expenses. The original officers of the lodge above mentioned were Mrs. Elizabeth Krone, G. M.; Miss Elizabeth Delport, V. G. M.; Mrs. Sophia Krays, secretary, and Mrs. Maria Meyer, treasurer.

Good Roads Association.—The Good Roads and Public Improvement Association of Missouri was organized in St. Louis in 1897, its object being, first, to devise the most feasible plans for improving the public roads; second, to formulate measures for utilizing the labor of tramps, vagrants and prisoners in preparing materials for the construction of roads; third, to secure necessary legislation for public improvements in the Fortieth General Assembly of Missouri. W. H. Wood, T. P. Rixey, and Thomas H. West, all of St. Louis, were elected president, secretary and treasurer, respectively, of the association, with D. H. Shields, of Hannibal; A. W. White, of Moberly; H. C. Duncan, of Osborn; R. M. Abercrombie, of St. Joseph; J. B. Stone, of Kansas City; J. N. Ballard, of Montrose; T. O. Stanley, of Sedalia; Henry T. Wright, of Lebanon; N. D. Dierker, of St. Charles; J. B. Brewster, of Ascalon; Henry V. Lucas and H. R. Whitmore, of St. Louis; Henry Seckmann, of Seckmann; J. J. Russell, of Charleston, and W. T. Le Compte, of Pierce City, as vice-presidents. Under the auspices of this association local associations have been organized throughout the State, and the movement promises to result in the material improvement of the public highways of Missouri.

Good Templars, Order of.—This order originated in Utica, New York, in 1852, and within a few years thereafter became one of the strongest temperance organizations in existence. It admitted women as well as men to membership, giving them position and dignity on an equal footing. Its astonishing growth was probably due to this course, it being the first society of any kind to admit women on equal terms with men. Besides having spread over the United States, the order at present is well sustained in Canada and the dependencies of Great Britian, including England, Ireland and Scotland, together with Australia and South Africa. It has lodges in France, Germany, Norway, Sweden, Denmark and Switzerland, where, at Zurich, in May, 1897, the Supreme Grand Lodge of the World was held. It is estimated that since its organization the order has numbered about four million members. At the present time —1898—the estimated number of members is half a million adults and 200,000 children. The cardinal principle of the organization is total abstinence from all intoxicating drinks. It is social and helpful, but includes no benefits, its work being purely a labor of love.

The first lodge in Missouri was organized in Boonville in 1854 by B. F. Mills, a prominent member of the Sons of Temperance, who had been initiated into a Good Templars lodge while visiting an Eastern State. The first lodge in St. Louis was instituted early in 1855, and soon after two other lodges—"Lily of the Valley" and "Mound Lodge"—were instituted, Mr. Mills being the instituting officer of all these. On the 14th of March, 1855, the Grand Lodge of Missouri was established in St. Louis. The first officers of the Grand Lodge were: Grand Worthy Chief Templar, Colonel William F. Switzler; vice templar, Mrs. Jane Walker; counselor, E. Blakeley; secretary, B. H. Mills; treasurer, E. E. Pleasant; chaplain, Rev. W. M. Rush; marshal, H. B. Callahan. Among the leading promoters of the order were John F. Grandy, John Libby, John Campbell, C. S. Barrett, Timothy Parsons, R. R. Scott and others. When the war broke out the Good Templars had nearly 500 lodges in Missouri, but the order was nearly broken up during the war period. In St. Louis, however, it held its own, the lodges being recruited to some extent from the numerous bodies of soldiers in the city. One of the most flourishing lodges was sustained in connection with the camp at the Fair Grounds. The Good Templars reached their greatest prosperity in St. Louis after the war, and at one time there were seventeen lodges in the city. The formation of the Woman's Christian Temperance Union and other temperance organizations at a later date drew away many members from the Good Templars, and in 1898 there were only one hundred lodges in Missouri, and but one—"Our Neighbors, No. 233"—with fifty members, in St. Louis. The total membership in the State at the same time was about three thousand.

Gorman, Patrick, a noted volunteer fireman of St. Louis, was born in the County Kilkenny, Ireland, January 6, 1810, and died in 1863. He came to this country when he was thirteen years of age, and after being educated at St. Vincent's College of Cape Girardeau, went into the employ of his uncles, J. & E. Walsh. At a later day he was the active member of the firm of Finn & Gorman, and afterward took charge of the flouring mills of J.

David B. Gould

& E. Walsh, retaining that position until 1858. He was then made captain of the steamboat "Henry von Phul," plying between St. Louis and New Orleans, and in a short time became known as the most popular commander in the New Orleans trade. He was killed while in command of his vessel, during the Civil War, by a shot from an impromptu battery at Morganza Bend, Louisiana. He was for thirteen years president of the old Union Fire Company, and at different times was also president of the Hibernian Society, the Millers' Association, the Firemen's Fund Association, and various other institutions, and is remembered as a man of sterling qualities of head and heart.

Gospel Hall.—The name given to a nonsectarian mission established in St. Louis in 1884, and located in 1898 at the corner of Florissant and Obear Avenues. The same name was given to a mission conducted at No. 4123 Pleasant Street, and also to a mission conducted under Baptist auspices at 2917 Kossuth Avenue since October of 1885.

Gould, David B., was born in Caldwell, Essex County, New Jersey, September 7, 1844. The name Gould has been a household word in that part of the country for nearly two hundred years. The family settled in New Jersey before 1700. Stephen Gould, the grandfather of David B. Gould, was one of the first publishers of law books in America. He founded the law publishing house of Gould, Banks & Co., in New York City, which is still in existence, now being conducted by Banks Bros., Gould's grand-nephews. The site of the original publishing house is the one now occupied by the banking house of Drexel, Morgan & Co. David's father was Alfred C. Gould, a prominent resident of Newark, Essex County, New Jersey, and holder of several offices of trust. David B. Gould received a common school and academic education. He entered Caldwell University, but left before graduating to enter the army. He was assigned to the ordnance department, and in 1864 was transferred to a Western post—Fort Scott, Kansas—where he remained until the close of the Civil War. The following year, 1866, he embarked in the directory publishing business. Twenty-seven years ago he commenced work on Volume I of the St. Louis Directory. The book was issued in 1872. Two years later he began publishing, in addition to his annual general directory of the city, a special business directory. In 1881 he added another annual to his list of publications —the "St. Louis Blue Book." Each has been improved and enlarged with every succeeding issue. The business directory, now called "Gould's Commercial Register," takes in East St. Louis, Belleville and St. Charles, and the "Blue Book" a score of suburban cities, about every place, in fact, that might properly be included in "Greater St. Louis." Nor is this all. Mr. Gould has published complete general directories at different times for a number of more distant cities, such as Peoria, Bloomington, Quincy, and Springfield, Illinois. His list of publications includes also a street guide to St. Louis and a map of the city. In 1898, at a meeting held in Cleveland, Ohio, he was elected president of the Association of American Directory Publishers. Mr. Gould prides himself on his work in the directory publishing business, and justly so. But that is by no means the only field in which he has distinguished himself. For many years he has championed the mercantile and industrial interests of the city. As long as twenty-five years ago he was in the midst of a fight for lower freight rates for St. Louis merchants. He wrote and talked and worked for better and cheaper transportation facilities. He was conspicuous in the movement to secure a permanent deep water channel for steamboats on Western rivers. Mr. Gould was one of this city's representatives at the River Improvement Convention, held at St. Paul in 1878, and was made secretary of the convention. The "good streets" movement of 1898 was not the first one St. Louis has had. Nearly twenty years ago the first movement was set on foot to secure better paving for the city, and one of the men at the head of it was Mr. Gould. Most of the streets were then of the cheap macadam kind, and the more expensive ones were hardly more durable, being paved with Nicholson blocks. The board of public improvements made an extensive test of different paving materials, and the decision was in favor of granite for business streets. When the question of reconstructing Olive Street came up many of the interested property-holders favored a cheaper material, and it was due to the efforts of Mr. Gould that the street was paved with granite upon a concrete surface from Fourth Street to Grand Avenue.

Mr. Gould was one of the founders of the St. Louis Club, and during the first years was a director and chairman of its house committee. He was one of the organizers of the St. Louis Hansom Company, which was the commencement of cheap fares, and has been prominently identified with many other public and semi-public enterprises. In 1878 he was appointed chairman of the Merchants' Exchange Relief Fund for the yellow fever sufferers of Memphis and the South. Without ostentation or parade of his good works, Mr. Gould, by suggestion, co-operation and indomitable service, has proved himself a useful citizen and worthy promoter of her social, commercial and material interests in general. He has interested himself in fast mail communication to the West and South; in increasing hotel accommodations; in all movements for the adornment of the city, and may, in short, be looked upon, with less envy than admiration, as a public benefactor. Mr. Gould is a member of the society of the Sons of the American Revolution, two of his ancestors having been soldiers in General Washington's American army. It may be added that he married a descendant of an American patriot and revolutionist—General Ethan Allen. Mrs. Gould was a Miss Allen, daughter of Dr. M. V. Allen, of Peoria, Illinois. They have three children—Edward M. and Miss Emma Banks Gould, and Mrs. Henry W. Grady, of Atlanta, Georgia, the latter's husband being a son of the late Henry W. Grady, editor of the Atlanta "Constitution" at the time of his death, and one of the most famous men of the South. Mr. Gould, although an exceedingly busy man at St. Louis, manages to spend a portion of his time in winter in Florida, and in summer at Oconomowoc, where he maintains a lovely cottage. He is also president of the Country Club of Oconomowoc, Wisconsin.

Government House.—What was known in the early history of St. Louis as the government house—Governor's residence—was a stone house which stood at the southeast corner of Main and Walnut Streets, and was occupied by the last four Spanish Governors of Upper Louisiana. The house was built in 1766 by Jean B. Martigny, who sold it to Governor Cruzat in 1783. In 1787, at the expiration of his second term of office, Cruzat sold it to Colonel Auguste Chouteau. After it became the property of Chouteau it continued to be occupied by each successive Spanish Governor, and it was in this house that the documents relating to the transfer of Upper Louisiana to the United States were executed and the transfer consummated.

Government of St. Louis, Primitive.—Government in St. Louis began gradually and almost imperceptibly, as it did in other parts of the West where the first beginning was a handful of settlers or miners, whose rights were simple and whose wants were few. There was the trading house of Maxent, Laclede & Co., the largest structure at the post, located on Main Street, between Market and Walnut, and near it were clustered the small palisade houses of the first inhabitants. They were all French, and the community of interest in common dangers, common language, common faith and common purposes stood in the place of government. They required no government, as there was nothing to govern. The rights of property needed neither definition nor protection where there was little in the shape of property to protect; and as to the rights of person, they were safe enough with people who were true to one another and who soon became akin by intermarriage. Another consideration that exempted the little community from the necessity of law and government was the absence of distilled liquor. The French settlers cared nothing for the whisky that was considered an article of necessity in the American settlements in Kentucky and Tennessee, and it never became an article of commerce and use in the trading post until an American element was added to the population and trade was opened with the Ohio River towns. Besides, there was a supreme recognized authority over all in the person of the military lieutenant-governor, who had a small body of troops at his command. Although the authority of the military governor was virtually absolute, there was no temptation to oppress and no wealth in the community to provoke rapacity; and the forty years of military rule, from 1764 to the surrender of the place to the United States in 1804, was so gentle and satisfactory that the little community never troubled itself with any other. The population grew slowly. The first body of settlers who came with Auguste Chouteau numbered only about thirty, and there were few sources from which accessions could be drawn. A

few families—not more than two-score all told—came across the river from Kaskaskia, Cahokia, Fort Chartres and Vincennes, after the campaign by which General George Rogers Clark subjugated the territory now embraced in the States of Indiana and Illinois, as the United States authority was not agreeable to the French settlers in those places, and a number came to St. Louis to escape it. At the beginning of the year 1800 the entire population of the place was only about 600. It was better known as "Laclede's Village" than by the official name of St. Louis, which Laclede had given it. It was French in everything—in language, manners, habits, amusements, in the construction of the houses, in their wooden cart wheels, in the harness, and in the method of yoking and driving the oxen, which were chiefly used for drawing the carts through the deep mud of the streets. The inhabitants were not given to the roystering and violence that sometimes cause trouble in Western American settlements, but were innocent, simple-hearted, and so considerate of others that the machinery of government would have been irksome. There was so little spirit of improvement among them that when, after the transfer, the restless Americans began to take matters into their own hands, the tranquil, easy-going people complained that the rocks with which the Americans paved the crossings broke their untired cart wheels. A more contented community could not have been found than this one, and if it had been left to itself it might have plodded on its peaceful way for another quarter of a century without ordinances, statutes or courts of justice. The first streets were Rue Royale, which afterward became Main Street; Rue d'Eglise, which afterward became Church Street, and later Second Street; Rue des Granges, which the Americans called Barn Street, and is now Third Street; Rue Bonhomme, which afterward became Market Street, and Rue de la Tour, which afterward became Walnut Street. Where the levee now runs was a steep bluff thirty-five feet high. There was a public square, called Place d'Armes, east of Main Street, between Market and Walnut, and from Walnut Street the bluff sloped off gently to Poplar Street, whence the low, level ground stretched away to the south. There was no scarcity of real estate, which now furnishes cause for so much litigation in advanced communities, for the back yard of the settlement extended indefinitely. The site of the post was wooded, but from the line of Broadway west was open prairie, broken here and there by patches of timber, and any settler might take as much or as little as he wanted, provided he did not encroach upon some prior occupant's possession. A little later on the Spanish Governor adopted the practice of granting concessions of lands, and these, in the end, were the cause of endless confusion and litigation. But in the primitive days of St. Louis there were no lawsuits, no lawyers, no courthouse and no jail; and yet the community was quite as happy, probably, as when, at a later day, it had increased in numbers and wealth and was provided with all these adjuncts of civilization. The lieutenant-governors during the primitive period to the cession to the United States in 1804 were: St. Ange de Bellerive, from 1766 to 1770; Don Pedro Piernas, from 1770 to 1775; Don Francisco Cruzat, from 1775 to 1778; Don Fernando de Leyba, from 1778 to 1780; Don Francisco Cruzat, reappointed, from 1780 to 1787; Don Emanuel Perez, from 1787 to 1792; Don Zenon Trudeau, from 1792 to 1799, and Charles Dehault Delassus, from 1799 to 1804.

D. M. GRISSOM.

Government of St. Louis, Village. It was not until the year 1809, five years after the formal transfer of Louisiana Territory to the United States, that the people of St. Louis took upon themselves the duties and responsibilities of self-government. The population was then about 1,200, and was increasing briskly for that day—say, at the rate of about 250 a year. There was a prosperous fur, lead and peltry trade, which brought in about $75,000 a year; the ferriage of persons and vehicles across the river was growing into a lively business, which needed some regulation; there was an increasing element of boatmen, hunters, trappers, voyageurs, Indians and adventurers, who, though not altogether lawless, required some restraint; and, then, there were streets which, in some cases, were little more than lanes or roads, built into, here and there, which required straightening, widening and shaping, to make them worthy of the large town that St. Louis promised to become in the course of the next twenty years. The formal transfer of Louisiana Territory to the United States, which took place in 1804, had been followed almost immediately by increasing signs

of American spirit and enterprise. A new element was coming into the village from Kentucky and Virginia; the fur trade was growing larger and more profitable, and a new trade with the settlements on the Ohio River was springing up. There was an increased coming and going between St Louis and Vincennes—the seat of government of Indiana Territory—and also to and from Ste. Genevieve, St. Charles, Louisville and Nashville, and each year the ferry accommodations between St. Louis and the Illinois shore had to be increased. Captain Amos Stoddard, who formally received St. Louis and Upper Louisiana Territory in the name of the United States, on the 10th of March, 1804, remained in authority until September 30th of that year, when General Harrison, Governor of Indiana Territory, came over from Vincennes with his attendant judges and opened court, and appointed a Court of Common Pleas for St. Louis, with Silas Bent, Bernard Pratte and Louis Lebeaume as judges. A sheriff was appointed, as well as a recorder, and two months later, in December, 1804, the first grand jury was summoned and a house was rented for a jail. These things showed that the tranquil, easy and uneventful French regime was virtually over, and a more aggressive era had begun. In the five years following the transfer of authority by Lieutenant-Governor Delassus, the last French Governor, in 1804, there were three American Governors: Samuel Hammond, appointed deputy under General William Henry Harrison, from 1804 to 1805; General James Wilkinson, from 1805 to 1807; and Meriwether Lewis, from 1807 to 1809; and these officials, with the Court of Common Pleas, furnished what government was thought to be needed. But the village was growing in importance, and the citizens began to desire a larger control of their own local interests; accordingly, in 1809, under an act of the Territorial Legislature, St. Louis became an incorporated town, with its first board of trustees. The Auguste Chouteau plat of the town, made at the beginning of the settlement, extended from Chouteau Avenue, on the south, to Cherry Street—now Franklin Avenue—on the north, and from the river to Fourth Street—the squares having an east and west front of 240 feet and a depth of 300 feet. The trade of the place consisted of peltries, lead and whisky, and the imports of merchandise were valued at $250,000 annually. The revenues of the town were provided for at first by licenses, and afterward by taxes on property. A license of $15 was exacted of tavern, retailers of liquor and merchants dealing in products and manufactures coming from places outside the Territory; $100 on billiard tables and wheels of fortune; $2 on dogs over one to each family; $2 on four-wheel carriages, and $1 on others; $15 on ferries; $5 a ton on boats and barges of five tons, with $1 per ton additional for those of greater tonnage; and $2 on pirogues. These licenses, as we learn from the return of Auguste Chouteau, treasurer, yielded, in 1810, a total of $350, which, with $163 from the property tax, and $16 from fines, made an aggregate revenue of $529 for the first year of town government. The next year it amounted to $636, and there was a steady increase from year to year. The ordinances dealt with the ordinary subjects of regulation. Ferry rates were fixed; slaves were forbidden to be away from home at night after 9 o'clock, without a pass from their owners; chimneys were required to be swept once a month; stone crossings were provided at the principal street corners; carcasses of dead animals were removed, and some of the worst mud-holes were filled up. The first step toward the modern fire department was taken by requiring every house to be provided with two strong buckets for carrying water in case of a fire, and the able-bodied citizens to be enrolled as members of a fire company. A road overseer was appointed, and every able-bodied male inhabitant was required, upon the call of this officer, to work on the streets not more than thirty days every year. In 1811 the first Sunday law was enacted. It required all stores where goods and merchandise were sold to be closed on Sunday from "8 o'clock in the morning till sundown," the penalty being a fine of $10 and the price of the goods sold. In the same year, Charles Gratiot, chairman of the board of trustees, advertised for materials for a new market house on Main Street, between Market and Walnut Streets. This building, having fifteen stalls, was completed in the following year, and the stalls were rented for $10 to $30 each. In 1813 the population had reached 1,400; and in 1815 it was returned by the sheriff, J. W. Thompson, at 2,600, showing the very encouraging increase of 1,200 in the two years. The first proposition for a city charter came up and was discussed, but the tax-payers, who alone were

voters, did not receive it with general favor, because they feared it would involve too great a cost for the community. The election for trustees in 1819 was an exciting one, and there were 168 votes cast, the successful candidates being Julius De Mun, Thomas McKnight, William C. Carr, Henry von Phul and Paschal Cerre. The revenue amounted to $1,307. The general appearance of things was constantly becoming more and more American. The French names of streets were changed, and Rue Royale was called Main Street; Rue d'Eglise, Church Street; Rue des Granges, Barn Street; Rue Bonhomme, Market Street, and Rue de la Tour, Walnut Street. The population in 1819 was still chiefly French, but the Americans, about one-third, were taking the lead in business and politics, and asserting the new order of things indicated in the change of government. The fur trade was growing more extensive and profitable; there were more boats and barges coming and going in its service, and the river trade with Louisville and New Orleans was assuming larger proportions, and there were times when the streets were thronged with bargemen, cordellers, hunters, trappers, voyageurs and soldiers, just returned from an expedition, or preparing for an outgoing one. In 1817 a steamboat, the "General Pike," had come up the river and landed at St. Louis, giving an intimation of the wonderful steamboat era that was to reach its full development a generation later. In 1821 the first directory of St. Louis was published, and in the same year Missouri became a State of the Union. The time was at hand for the town of St. Louis to take another step upward, and it was, therefore, in accordance with the plainly expressed desire of its people that one of the acts of the first State Legislature, which met in 1822, was the granting of a charter to the "City of St. Louis." This charter was accepted by the people, and in the following year the board of trustees of the town of St. Louis went out of existence—the last members of the board being William Clark, Archibald Gamble, Henry von Phul, Peter Ferguson and George Morton. The town government lasted from 1809 to 1823, in which time the population was quadrupled, increasing from 1,000 to 4,000.

Government of St. Louis, City.—St. Louis began its career as a city in 1823, when its first charter, investing it with municipal dignity and franchises, went into effect. This charter, submitted to the tax-payers, in March, 1823, was accepted by a small majority, the vote standing 107 for, to 90 against; and a month later an election was held for mayor and aldermen, Dr. William Carr Lane being chosen the first mayor, and Thomas McKnight, James Kennerly, Philip Rocheblave, Archibald Gamble, William H. Savage, Robert Wash, James Loper, H. von Phul and James Lakenan, the first aldermen. These names indicate how nearly Americanized the place had become in the nineteen years since the transfer in 1804. There were many prominent wealthy French citizens The two original Chouteaus, Auguste and Pierre, who took part in the settlement of the place, were still living, the former at the age of seventy-three, and the latter sixty-five years, and there was a second generation, descendants of the first settlers, including Gratiots, Papins, Carrs, Le-Beaumes, Bertholds and others, fitted by wealth and education, enterprise, public service and social position to take part in the local government of the city which their fathers had assisted in founding; but they did not exhibit the ambition for official position which marked the restless Americans, and the latter were allowed to take the lead in the work of starting the young city on its municipal career. The first message of the first mayor exhibited the boundless faith in the future greatness of St. Louis that has been expressed in the messages of his successors ever since. "The progressive rise of our city," said Mayor Lane, "is morally certain. The causes of its prosperity are inscribed upon the very face of the earth, and are as permanent as the foundations of the soil and the sources of the Mississippi." The message called attention to the obstructions of buildings in the streets, and the propriety of having them removed, the need of one or more wharfs, with a port officer to look after them, the regulation of the ferries, and recommended a board of health with ample powers to search out and remove nuisances, with the object of correcting the "character for unhealthiness" which the city was laboring under. The mayor's salary was fixed at $600 a year, and the city treasurer's compensation at 1 per cent on receipts. An ordinance was adopted, recognizing the width of the north and south streets as thirty-six French feet, and of the cross streets, as they were called, thirty feet, but

allowing the houses built into the streets to remain until voluntarily removed by the owners, or destroyed by time or accident, and establishing "The Market Square" (bounded by Main Street and the Levee and Market and Walnut) and that whereon Colonel Chouteau resides," (bounded by Main and Second Street and Market and Walnut) as a basis of survey of plats of the city. As the traffic of the city increased on Main Street, Walnut, Market and Chestnut, the narrow limits of these streets caused inconvenience, but it was not until twenty-five years after the city charter was granted, and after nearly all the old dwelling houses on these streets had been abandoned, that the city council took advantage of the great fire in 1849 to widen Main Street to sixty feet and require that this increase in width should be conformed to in rebuilding the burnt district. The cross streets were gradually widened in like manner, and the irregular lanes that had come down from the old village days were converted into the streets as we see them at this day.

At the original incorporation of the town of St. Louis by the Territorial Legislature, in 1809, only tax-payers were allowed to vote at elections for trustees and town officers, and this tax-paying qualification for voters was continued under the first city charter in 1823. It worked well enough as long as the public offices were not sufficiently remunerative to be sought after, but as the city grew in population and importance, the political parties more sharply defined, and the elections more exciting, the qualification became a source of trouble. All kinds of tax receipts, for dog-tax and even water licenses, were presented as qualifications for voting, and the party committees would hunt up delinquents and pay their taxes for them; and, it was charged, sometimes issue fraudulent receipts, to carry an important election. The trouble increased until a growing demand for a larger participation of the non-property holding class of citizens in the elections caused the Legislature to abolish the tax-paying qualification, and to establish the voting franchise on the free basis which has prevailed ever since. The important event in the period of city government of St Louis from 1823 to 1898 was the separation of the city from the county of St Louis and its organization into something like an independent municipality. The separation was accompanied by an enlargement of its area, and a new and liberal charter, not framed by the State Legislature, as all previous charters and amendments had been, but framed by a body of free-holders chosen by and from among its own citizens. This took place in 1876, fifty-three years after the organization of the city under the first charter, and perhaps the most striking proof of the wisdom of the new arrangement is the fact that the new charter which accompanied the scheme of separation has been only once amended by the Legislature since it was adopted, although it had become a habit under the old arrangement to have the charter amended or renewed by the State Legislature every other year. Under the charter of 1876 the people of St. Louis have almost absolute discretion in the management of their local affairs, and all the changes from the old methods have been improvements. The legislative body is called the municipal assembly, and is composed of a council of thirteen members chosen on a general ticket every four years, and a house of delegates, one from each ward, chosen every two years. The executive and administrative department consists of the mayor, comptroller, auditor, treasurer, register, collector, recorder of deeds, inspector of weights and measures, sheriff, coroner, marshal, public administrator, president of the board of assessors and president of the board of public improvements, chosen by the people and holding office for four years, and a city counselor, district assessors, superintendent of workhouse, superintendent of house of refuge, superintendent of fire and police telegraph, commissioner of supplies, assessor of water rates, two police justices, attorney, jailer and five commissioners of charitable institutions, appointed by the mayor and holding office for four years.

In 1879, two years and a half after the Scheme and Charter went into effect, Mayor Overstoltz, in his message, congratulated the people of St. Louis on the improved condition of their municipal affairs, increased prosperity, better management of the city debt and more efficient appropriation of the revenues, a higher credit, easy working of the public institutions and a more vigorous prosecution of public improvements, all attributable to the larger control over their fortunes which the new charter gave them. At the time of accepting the first city charter, in 1823, the population of St. Louis was about 4,000, and its taxable valuation $1,200,000. In 1839 the pop-

lation had increased to 16,000, and the taxable valuation to $8,682,500, and the revenue was $43,291. Two years later, in 1841, the population was 20,000 and the valuation $12,100,000; in 1855 the population was 100,000 and the valuation $59,609,000; in 1865 the population was 190,000 and the valuation $87,624,000; in 1880 the population was 350,322 and the valuation $163,566,000; in 1890 the population was 451,770 and the valuation $245,031,000; in 1898 the population was (estimated) 660,000 and the valuation $353,988,000.

The first city debt was incurred in 1827; it was $13,000 for a market and city hall; in 1831 there was an increase of $25,000 for waterworks; in 1837 there was another increase of $100,000 for the improvement of the harbor, and in 1845 there was another $100,000 added for the further improvement of the harbor. Other additions were made for various purposes, and in 1848 the city debt was stated at $1,036,121. In 1850 the bonded indebtedness was $1,192,992; in 1851 there was another increase of $120,000 for improving the harbor and the levee. In 1852 the bonded debt of the city was $1,850,000, and in 1854 it was $3,250,296, of which $1,246,000 was incurred in aid of railroads. From this time on the obligations rapidly increased for water works, parks, harbor, railroads, hospitals and sewers. In 1869 the aggregate was $12,335,000; in 1873 it was $14,086,000; in 1877 it was $16,318,000, and in 1876 it was $23,067,000, of which $6,820,000 was the old County of St. Louis debt, assumed by the city on the separation. After this separation, under the new charter, the debt began to be reduced, and in 1892 it was $21,524,680, and in 1897 it was $20,352,278, with an annual interest charge of $879,119.

The sewer system of St. Louis was authorized by what was called the "New Charter" of 1843, which allows the city council to "establish, alter and change the channels of water courses, and to wall them up and cover them over," but it was not till after the devastating visitation of cholera in 1849 that the work of draining the city was systematically and vigorously begun. Biddle Creek sewer was then commenced for draining "Kayser's Lake," a large, deep pond in the neighborhood of the intersection of Biddle and O'Fallon Streets and Cass Avenue with Eleventh and Twelfth Streets, and this was followed by Mill Creek sewer for draining Chouteau's Pond and Mill Creek Valley. Sewer districts were defined and established; the extension was vigorously prosecuted from year to year until, in 1882, there were 211 miles of public sewers, constructed at a cost of $6,418,458. In 1829 the city's water works had a beginning in a contract with a private corporation for supplying water from the Mississippi, through reservoirs and pipes. In 1832 a small reservoir was made and pumps erected above the city, in the vicinity of what is now Bates Street. As the population increased the works were enlarged, and in 1850 a basin was made with a capacity of one million gallons. It cost $30,000, and the expense of the new works, including reservoir, pumps and mains, was stated at $180,000. In 1854 a larger one was constructed on Benton Street, with a capacity of forty million gallons. In 1865 the new water works, with pumps and settling basins at Bissell's Point, a water-tower and the Compton Hill reservoir were begun and prosecuted to completion; and these works, extended and enlarged from time to time, have served as the basis of the city's water system ever since.

Governors, French and Spanish.—The first royal Governor of the Province of Louisiana was Sauvolle Le Moyne — commonly called Sauvolle—brother to D'Iberville, founder of the colony, who was commissioned by Louis XIV in 1699. He died at his post of duty in 1701, and was succeeded by Bienville Jean Baptiste Le Moyne—called always Bienville—who controlled the affairs of the colony until 1712, when Anthony Crozat received his grant of the exclusive right to trade in the colony and introduce slaves from Africa, from the French King. Antoine de la Mothe Cadillac became Governor in 1713, and served in that capacity until 1717, when he was superseded by M. de l'Epinay, who was in turn superseded by Bienville. Boisbriant and Perier were the next Governors in the order named, and in 1733 Bienville again became colonial Governor. In 1743 he was superseded by the Marquis de Vaudreuil, who in turn gave place to Louis Billouart de Kerlerec in 1752. Kerlerec was Governor of the colony during the "Seven Years' War," relinquishing his office to D'Abbadie, who surrendered the government to Spain. Captain Aubrey was acting Governor after the death of D'Abbadie, pending the establishment of the Spanish au-

thority. Antonio de Ulloa, distinguished as a Spanish naval officer, was the first Spanish Governor of Louisiana, being such in name only, as he failed to win over the French colonists, and was recalled by his government in 1766. He was succeeded by General Alexander O'Reilly, who established Spanish domination in New Orleans and served as Governor until 1769. O'Reilly's successor was Don Luis Unzaga, and Unzaga's successor was Don Bernardo de Galvez, who became Governor in 1777. Governor Miro, the Baron de Carondelet, Manuel Gayoso de Lemos, the Marquis de Casa Calvo and Don Juan Manuel de Salcedo then held the office in the order named down to the date of the retrocession of the Territory to France. After the retrocession Pierre Clement de Laussat was designated by the French government to take charge of the affairs of the Province, and it was by him formally surrendered to Governor William C. C. Claiborne and General James Wilkinson, representatives of the government of the United States.

The list of lieutenant-governors, who acted as the representatives of imperial authority in St. Louis, began with Pedro Piernas and ended with Charles Dehault Delassus. Prior to the coming of Piernas, however, St. Ange de Bellerive had exercised the functions of lieutenant-governor without imperial authority, but by common consent of the people. After surrendering to the British the government of the Illinois country, in accordance with his instructions from France, he came to St. Louis from Fort Chartres in 1765. He was accustomed to command, and the people with whom he became associated recognized the necessity for some sort of government for their infant colony. In 1766, therefore—January 2d—he assumed the lieutenant-governorship, without any other commission than the consent of the governed, and exercised the authority of that office until May 20, 1770, when Captain Piernas arrived in St. Louis, bearing a royal commisson. Piernas established the Spanish authority in St. Louis, and served as Lieutenant-Governor until May 20, 1775, when he was succeeded by Francisco Cruzat. Cruzat was succeeded, June 17, 1778, by Ferdinand de Leyba, who held the office for two years and until his death. After Leyba's death, Don Silvio Francisco Cartabona was acting lieutenant-governor for three months toward the close of 1780, retiring when Francisco Cruzat was reappointed to that office. Cruzat's second term of service lasted until November 27, 1787, when he was succeeded by Emanuel Perez, who served until 1792. July 21, 1792, Don Zenon Trudeau became lieutenant-governor. August 29, 1799, he was succeeded by Charles Dehault Delassus, who surrendered his authority to Captain Amos Stoddard, representing the government of France and the United States March 9, 1804.

Governors, Territorial and State. By act of Congress, March 26, 1804, the newly acquired Territory of Louisiana was divided into the Territory of Orleans—afterward the State of Louisiana—and the District of Louisiana, known as "Upper Louisiana." Under the same enactment, Upper Louisiana was attached to the Territory of Indiana temporarily, and General William Henry Harrison, then Governor of Indiana Territory, became the first territorial Governor to exercise jurisdiction over what is now the State of Missouri. March 3, 1805, Congress passed an act transforming the District of Louisiana into the Territory of Louisiana, and General James Wilkinson became Governor of the Territory by appointment of President Jefferson. Joseph Browne, who was appointed secretary of the Territory at the same time that Wilkinson was appointed Governor, served for a time as acting Governor, and Frederick Bates, who succeeded Browne as secretary, was also acting Governor in the absence from his post of General Wilkinson. Captain Meriwether Lewis was appointed Governor by President Jefferson in 1807, and served in that capacity until his death, in 1809. Benjamin Howard succeeded Lewis by appointment of President Madison, serving until 1813, when he resigned his office to accept a brigadier-general's commission in the United States Army. It was during his administration that the Territory of Missouri was created, and he was the first to govern the Territory under that name. Captain William Clark—who had been associated with Lewis in the famous "Lewis and Clark expedition"— was the next territorial Governor of Missouri, his term of office beginning in 1813 and continuing until the admission of Missouri into the Union as a State in 1820. At the first election of State officers, Alexander McNair was chosen Governor by the people of Missouri. The second Governor of the

State of Missouri was Frederick Bates, brother of Edward Bates, afterward Attorney-General in Lincoln's cabinet, who was elected in 1824. After his death, which occurred the following year, Abraham J. Williams, president of the Senate, was acting Governor for a time, being succeeded by General John Miller, who was re-elected in 1828. Other pioneer Governors were Daniel Dunklin, Lilburn W. Boggs, Thomas Reynolds, M. M. Marmaduke, John C. Edwards and Austin King, who served in the order named prior to 1853. Sterling Price was next elected to the office and served during the following four years, being succeeded by Trusten Polk. Polk resigned, and Hancock Jackson was acting Governor until Robert M. Stewart was elected and qualified. Claiborne F. Jackson was elected in 1860, and was the incumbent of the office at the beginning of the Civil War. In 1861 the office was vacated by ordinance of the State convention, which framed a provisional government for Missouri, and Hamilton R. Gamble acted as Governor until his death, in 1864. Willard P. Hall was acting Governor for a short time after the death of Governor Gamble, and was succeeded by Thomas C. Fletcher, who served until 1868. Since then the Governors of Missouri have been Joseph W. McClurg, B. Gratz Brown, Silas Woodson, Charles H. Hardin, John S. Phelps, Thomas T. Crittenden, John S. Marmaduke, A. P. Morehouse, David R. Francis, William J. Stone and Lon. V. Stephens, who have served in the order named. Governor Stephens entered upon his term of office at the beginning of the year 1897.

Grady, Patrick G., was born March 17, 1808, in the County Tipperary, Ireland, and died in St. Louis in November of 1897. His parents were Michael and Dolly (Pierce) Grady, and he came of a family notable for the longevity of its members, a brother of Patrick G. Grady, who was still living in 1897, being then ninety-six years of age. Until 1847 Mr. Grady lived in Ireland and was engaged in agricultural pursuits. In that year he came to this country and established his home in St. Louis, finding his first employment here with L. D. Baker, at that time a well known architect and builder. In 1849 he began taking contracts for making building and other excavations, and in this capacity was connected with the construction of the old Southern and Lindell hotels and other historic buildings erected half a century ago. He continued to be engaged in the contracting business until 1882, operating successfully and acquiring a comfortable fortune. He practically retired from business in the year last named, although he did some work for the city thereafter, notwithstanding his advanced age. For many years he took an active interest in politics, wielding a very considerable influence and becoming well known to the general public. He was impulsive and warm-hearted, after the manner of his countrymen, and many interesting stories are told of his courageous action on trying occasions. He affiliated politically with the Democratic party and was a Catholic churchman. He was married in 1848 in St. Louis to Miss Ann Walsh, who was also a native of Ireland. The surviving members of his family are his daughter, Mrs. Mary Clabby, wife of Andrew Clabby, at one time clerk of the St. Louis Criminal Court, and two sons, Michael H. and William Grady.

Graebner, Augustus L., clergyman, author and educator, was born July 10, 1849, in Saginaw County, Michigan. His parents were Rev. J. H. Ph. Graebner, a Lutheran minister, and Jacobina Graebner, his wife. Eldest of the children of this worthy couple, he was born in a log house in a colony of Franconian Lutherans, and among the most frequent visitors to his early home were the Indians of the Northwest, who now and then carried him about in their arms and allowed him to make toys of their tomahawks. When he was five years of age his parents removed to Roseville, Michigan, and from there the family came five years later to St. Charles, Missouri, where the father served as a Lutheran minister for upward of thirty years. The boy had learned to read at his mother's knee from scraps of newspapers before he was five years old, and on his fifth birthday he received a Bible for a birthday present. Until he was twelve years of age he attended the parish schools, and then, after spending a year at an academy in St. Louis, he entered Concordia College, of Fort Wayne, Indiana. When in the senior year of his course at college, chronic headache compelled him to break away from his studies for a while, but in the fall of the year he presented himself for examination and was admitted to the course in theology at Concordia Seminary of St. Louis.

Before the completion of his triennium at the seminary he received and accepted a call to what was then a Lutheran high school, but has since been incorporated as Walther College, of this city. While teaching in this institution he married Miss Anna Schaller, daughter of the late Professor Schaller, of Concordia Seminary. After having taught here for three years he was called to Northwestern University, of Watertown, Wisconsin, where he taught languages and history during the three ensuing years. When, in 1878, the Lutheran Synod of Wisconsin opened a theological seminary at Milwaukee, he was a member of the faculty of that institution. From 1880 to 1887 he was also the editor of the religious periodical published by that Synod. While at Milwaukee he also published his "Life of Luther" and several other volumes, dogmatical and polemical and historical. In 1887 he was again called to St. Louis to take the Chair of Ecclesiastical History in Concordia Seminary, which he now occupies, having been since 1893 the incumbent also of the English professorship of theology in that institution. He is a member of the Board of English Home Missions, of the Board of Foreign Missions, and of the Board of Trustees of Walther College, holding the office of superintendent of the last-named institution. He is associate editor of several theological periodicals and the author of a number of theological works, among which, a "History of the Lutheran Church in America" and his "Outlines of Doctrinal Theology" may be especially mentioned. He is also the author of the historical sketch of "The Lutheran Church," which appears elsewhere in these volumes.

Graham, Benjamin Brown, mercant, was born December 26, 1840, at Graham's Mills, Butler County, Ohio, son of James and Mary L. Graham. He was educated at Furman's Academy, a noted old-time educational institution of Hamilton, Ohio, and in 1855 came to St. Louis to enter upon a business career. He began life in this city as a clerk in the employ of Shapleigh, Day & Co., hardware merchants, and continued in this service one year. At the end of that time he became connected with the wholesale drug house of Charless, Blow & Co., the connection thus formed lasting three years. Quitting the drug business in 1859 he became engaged in the paper trade, with which he has ever since been identified. The Graham Paper Company, of which he is now president, has been the evolution of his many years of successful labor and enterprise in this branch of merchandising, and the house of which he is now the head is one of the noted establishments of its kind in the West. During the years 1892 and 1893 he was president of the St. Louis Mercantile Library, in which he has long been deeply interested, and in 1896-7 he was president of the University Club. Mr. Graham has been twice married. His first wife was Miss Anna Spalding, daughter of Josiah Spalding, an old and very prominent lawyer of St. Louis. Three children were born of this union, none of whom are now living. After the death of his first wife, and in the year 1884, Mr. Graham married Miss Christine Biddle Blair, daughter of the distinguished lawyer, soldier and statesman, General Frank P. Blair, of Missouri. The only child of Mr. and Mrs. Graham is a daughter, Christine Alexander Graham, born in 1888.

Graham, Joseph Alexander, journalist, was born September 8, 1858, in Salisbury, Maryland. His father was Colonel Samuel A. Graham, who was brevetted brigadier-general of United States Volunteers during the Civil War, and his mother was Louise Collier Graham. Two of his mother's ancestors were Captain James Dashiell, who settled in Somerset County, Maryland, in 1660, and Robert Collier, who settled in the same colony at about the same time. His father's immigrant ancestor was John Graham, who came to this country from near Glasgow, Scotland, and settled in Juniata County, Pennsylvania, early in the eighteenth century. Mr. Graham was educated at Antioch College, founded by the eminent educator, Horace Mann, at Yellow Springs, Ohio, and after leaving college he studied law and was admitted to the bar. He practiced for a time in Maryland and served as State's attorney for Wicomico County. In 1884 he went to Kansas City, Missouri, and there became identified with journalism as a member of the staff of the "Kansas City Times." He was successively editorial writer, literary and musical critic, managing editor and editor of that paper until 1893, when he came to St. Louis to take the position of managing editor of the "St. Louis Republic." This position

he still fills, and is known in newspaper circles as one of the ablest editorial writers in the city. He is a vigorous as well as a polished writer, and a capable director of the affairs which come under his charge as managing editor of a great newspaper. He married, January 31, 1883, Miss Mary Williams, and has one child.

Grain Trade.—The receipt and shipment of grain has always been one of the most important features in the general trade of St. Louis, just as the grinding of wheat into flour and bran, and the crushing of corn into hominy and grits, and grinding of it into meal have been conspicuous in its industries. And this handling of grain grew out of the position of the city and the early habits of agriculture in the West. Both Missouri and Illinois were famous in the "fifties" for the excellent quality of their wheat, oats and corn, and the large crops of them yielded from their fertile virgin lands. Grain raising was the simplest and easiest farming that could be followed in these two States—and, fortunately, it was the most profitable—for a yield of thirty bushels of wheat or of fifty to sixty bushels of corn to the acre was common, and the prices were generally remunerative; so that, while the city enjoyed what was at that time considered a good grain trade, the farmers grew prosperous raising corn, wheat and oats on their new farms. And there are localities near the city which, even in those early days, possessed a high reputation for the quality of their wheat. It was the hard, white wheat of St. Charles County, Missouri, the choice wheat of Perry County, Missouri, and the equally good grain sent to the St. Louis market from some of the Mississippi River counties of Illinois that made A. W. Fagin's "Four Aces" flour the choicest brand in New York and Boston, and gave to all St. Louis flour the enviable reputation it has enjoyed ever since. All this was before the days of elevators and bulk shipment. Grain of all kinds was sent to the city and shipped from the city in sacks, every one of which went through several handlings. These handlings cost something, and the sacks and drayage cost something, too—and the cost, whatever it might amount to, had to come out of the grain; and it was the necessity for saving these considerable items of expense that handling and carrying of grain in bulk was devised. Like all innovations it encountered opposition at first, and there were old-school merchants who had much fault to find with the new method when it was proposed; it would destroy the individuality of crops by dumping them all together in the same elevator bin, so that one crop could not be distinguished from another. And then it would dispense with drayage and deprive draymen of their living—and in the "fifties" draymen were a large and powerful class of citizens in St. Louis. But in spite of these objections and the opposition of those who urged them, the new method gradually came into practice and along with it came the system of elevators which St. Louis possesses and which were necessary to the bulk movement. Fortunately, also, the jetty improvement at the mouth of the Mississippi was effected about the same time and contributed not a little to the success of the bulk method of handling. For one of the objects aimed at was an increase of exports of Western grain to Europe, and this was made possible by the deepening of the outlet below New Orleans, so as to allow the largest vessels carrying full cargoes to pass out without grounding. The result was that there was an important increase in the receipts of grain at St. Louis and an increase in the down-river shipments to New Orleans for export to Europe. In 1850 the receipts of wheat were 1,794,721 bushels: ten years later, in 1860, they had increased to 3,555,871 bushels; ten years later still, in 1870, they had increased to 6,638,253 bushels; and ten years later, in 1880, to 21,022,275 bushels. This last seems to have been an exceptional year, for the receipts in it were not reached again until 1891, when they were 25,523,183 bushels. The very largest receipts in any one year are recorded for 1892, when they reached 27,483,885 bushels. In 1896 they were 12,651,248 bushels. The shipments in 1865 were 67,710 bushels; in 1870, 636,562 bushels; in 1875, 1,562,453; bushels; 1880, 11,313,879 bushels; in 1890 they fell to 3,688,015 bushels; in 1891 they reached the highest mark, 14,977,215 bushels; and in 1896 they were 6,650,578 bushels. In 1856 the receipts of corn were less than a million bushels—938,546 bushels; in 1860 they had increased to 4,249,782 bushels; in 1870 to 4,708,838 bushels; in 1875, to 6,710,263 bushels; in 1880, to 22,298,077 bushels; in 1890, to 45,003,681 bushels. This was the largest year's receipts in the history of the trade down to 1897. After 1890 there was a falling off

to 21,530,940 bushels in 1891; then an increase to 32,030,030 bushels in 1892, and to 43,809,405 bushels in 1893. In 1896 there was a falling off again to 24,763,445 bushels. The shipments of corn in 1865 were 2,591,158 bushels; in 1875 they were 3,523,974 bushels; in 1880 they were 17,571,322 bushels, and in 1890 they reached their highest figure, 40,616,333 bushels. In 1891 they fell off to 14,881,603 bushels; in 1892 they rose to 22,606,756 bushels; in 1893 to 29,656,427 bushels, and in 1896 they were 20,042,730 bushels. The receipts of oats in 1856 were 1,029,908 bushels; in 1866 they were 3,568,253 bushels; in 1875 they were 5,006,850 bushels; in 1880 they were 5,607,078 bushels; in 1885 they were 7,383,529 bushels; in 1890 they were 12,229,955 bushels, and in 1891 they reached their highest figure, 12,432,215 bushels. In 1896 they were 11,491,310 bushels. The shipments in 1865 were 3,083,864 bushels; in 1875 they were 2,877,035 bushels; in 1885 they were 3,680,829 bushels; in 1890 they were 7,191,868 bushels, and in 1891 they reached their highest limit, 7,772,858 bushels. In 1892 they fell off to 4,972,928 bushels; and in 1896 they had increased to 5,395,687 bushels. In 1857 the receipts of rye were only 30,442 bushels; in 1867 they were 250,704 bushels; in 1877 they were 472,907 bushels; in 1890 they were 501,054 bushels, and in 1892 they reached their highest limit, at 1,189,153 bushels. The shipments in 1865 were 32,445 bushels; in 1875 they were 134,060 bushels; in 1885 they were 636,640 bushels, and in 1891 they were 1,089,403 bushels. In 1861 the receipts of barley were 201,434 bushels; in 1875 they were 1,171,337 bushels; in 1885 they were 3,017,362 bushels; in 1890 they were 2,794,880 bushels, and in 1896 they were 1,931,611 bushels. The shipments of barley have been light, as nearly all the receipts of that grain are consumed in the breweries of the city.

A comparison of the receipts of wheat with shipments of that grain shows that the shipments are, on an average, less than one-third of the receipts, and this means that more than two-thirds of the wheat brought to St. Louis is used by St. Louis mills. The aggregate receipts of this grain from 1870 to 1896 were 355,500,000 bushels, and of this 249,000,000 bushels were ground into flour in the St. Louis mills, and 106,000,000 were shipped off to the East, the South and Europe. The receipts of corn in the same period of twenty-six years were 504,000,000 bushels, and of this aggregate, 415,000,000 bushels were shipped off, and 88,000,000 converted into meal, hominy and grits, and put into the trade in those forms. A clear and distinct view of the growth of the St. Louis grain trade is afforded by placing alongside the figures representing the total receipts of grain of all kinds for the year 1870, and those for the year 1892. These figures for 1870 are 16,855,665 bushels; for 1892, 80,548,136 bushels—an increase of fivefold in the period of twenty-two years. The shipments of grain of all kinds in 1870 were 7,589,074 bushels, and in 1892, 53,545,976 bushels—an increase of more than sevenfold. The value of the grain received in St. Louis in 1892 may be estimated at $35,000,000. The foreign grain trade of St. Louis in 1896 was stated by Secretary Morgan, of the Merchants' Exchange, at 37,000,000 bushels, of which 10,527,208 bushels were forwarded from St. Louis by river to New Orleans; 3,059,750 bushels via rail to the Atlantic seaboard, and 118,857 bushels to Cuba and Mexico.

The sources of supply of the grain trade have steadily receded West, as the centers of grain raising have receded in that direction. Down to 1860, and nearly down to 1870, the receipts of wheat came chiefly by water—by the Illinois River, the Upper Mississippi, including the productive region on both banks of that river between St. Louis and Cairo, and the Missouri River. But in 1892 St. Louis was drawing wheat from a wider field, or rather fields, for it was drawing from both sides of the Mississippi, and from the South, as well as the North. In 1890 the receipts from the West by rail and the Missouri River were 7,612,647 bushels, and two years later, in 1892, they were 19,660,291 bushels. In 1890 the receipts from the South were 1,331,626 bushels, and in 1892, 3,911,192 bushels. In 1890 the receipts from the East by rail and by the Illinois River were 851,465 bushels, and in 1892, 1,052,724 bushels. In 1890 the receipts from the North and Northwest by rail and river were 1,339,758 bushels, and in 1892, 2,190,708 bushels. The receipts by wagons from points near the city were, in 1890, 595,278 bushels, and in 1892, 668,940 bushels. While the receipts of wheat in 1892 were the largest for any single year before that time, the receipts of corn for 1892 show a considerable falling off from 1890, the figures being,

for 1890, 45,003,681 bushels, and for 1892, 42,030,030 bushels. The falling off was not due to a permanent decline in the grain trade of the city, but to the falling off in the crop, as all the great corn markets of the West showed a similar falling off in receipts for 1892 compared with 1890. In 1890 the receipts from the West by rail and the Missouri River were 29,960,920 bushels; from the South, 251,895 bushels; from the East and by the Illinois River, 1,353,141 bushels; from the North and Northwest by rail and river, 12,777,725 bushels; and from wagons, 660,000 bushels. Of the 71,219,637 bushels total receipts of grain of all kinds in St. Louis in 1890, 44,414,394 bushels, or considerably more than one-half, came from the West by rail and the Missouri River; 1,672,410 came from the South; 3,538,202 bushels came from the East and the Illinois River; 19,902,359 bushels from the North by rail and river, and 1,655,278 bushels from wagons. Of the 44,404,348 bushels of oats shipped in the year 1890, 1,126,937 bushels went to Europe by way of the Atlantic seaboard; 10,127,289 bushels went to Europe by way of New Orleans; 21,543,014 bushels to the East; and 11,325,293 bushels to the South. Of the total receipts of grain of all kinds in 1890, 67,044,840 bushels came by rail; 2,519,551 bushels by river, and 1,655,278 bushels in wagons; and of the total shipments, 44,304,347 bushels—33,286,257 bushels went by rail, and 11,018,090 bushels by river. St. Louis is the next largest corn market in the United States, Chicago being the first. The shipment of grain in bulk by river to New Orleans was fairly begun in 1875, when towboats towing a flotilla of barges were introduced. All water-carrying to New Orleans before that had been done by large and sumptuously furnished passenger steamers, carrying large crews and making stops, if hailed, at all landings on the way, but when the towboats with barges came in there was a considerable saving effected in wages paid the crew and also in making landings, for a towboat with a small crew would take down in barges at one trip nearly as much grain as two large steamers. The result was that as soon as the bulk shipment in barges became fairly established, freight rates were reduced, not only from St. Louis to New Orleans by water, but from St. Louis to the Eastern seaboard by rail. The average rate on grain in bulk to New Orleans by barges in 1881 was six cents a bushel, and in 1896 it was five cents—a saving of one-sixth—a very important item when it is computed not only on all the grain shipped to New Orleans for export to Europe, but on all that is sent to the Atlantic seaboard for foreign export. The shipments of bulk grain to New Orleans in 1875 were 308,578 bushels; the next year they reached 1,774,379 bushels; and in 1880 they reached 15,762,665 bushels, the largest quantity shipped to New Orleans in any year down to 1897. Of this, wheat furnished 5,913,272 bushels, corn 9,804,392 bushels, and oats 45,000 bushels. The shipments in 1896 were 10,527,208 bushels—1,732,563 bushels of wheat, 8,358,087 bushels of corn, and 436,558 bushels of oats. In 1897 St. Louis possessed tugs and barges capable of carrying 3,600,000 bushels of grain in bulk at one time, and of moving 2,500,000 bushels a month to New Orleans.

D. M. GRISSOM.

Granberry, John Cowper, Methodist Episcopal bishop, was born in Virginia, December 5, 1829; was educated at Randolph Macon College, and became a minister of the Methodist Episcopal Church, South, in the Virginia Conference; was a chaplain in the Confederate Army, and was wounded in one of the battles near Richmond. From 1875 to 1882 he was a professor in Vanderbilt University, at Nashville, Tennessee. In the latter year he was chosen bishop and removed his family to St. Louis and made it his episcopal home for several years.

Grand Army Encampment.—The twenty-first annual encampment of the Grand Army of the Republic was held in St. Louis on the 27th, 28th, 29th and 30th of September, 1887, the first national encampment of the order having been held at Indianapolis in 1866, and presided over by the first commander-in-chief, Stephen A. Hurlburt. It rained almost continuously except during the last day of the encampment in St. Louis, and the parade and camp-fire arrangements, usually conspicuous features of these annual gatherings of Union veterans of the Civil War, were seriously interferred with. The sessions of the encampment were held in the Exposition Building and were presided over by General Lucius Fairchild, of Wisconsin, then at the head of the national organization. On this occasion a fund of $100,000, contributed by the business men of

St. Louis, had been raised to provide for the entertainment of the visiting ex-soldiers. They were formally welcomed to the city by Mayor David R. Francis, General Fairchild responding eloquently to the mayor's address. Receptions tendered by citizens of St. Louis at the Chamber of Commerce and by the Women's Relief Corps of St. Louis, and banquets by the Citizens' Committee and the California delegation were interesting features of the occasion. An excursion to Springfield, Illinois, to visit the tomb of Lincoln, was also a phase of the entertainment provided for those in attendance at the encampment. Notwithstanding the fact that the parade took place in the rain, about 20,000 men were in line. It was organized in ten divisions by General D. P. Grier, and was reviewed by the commander-in-chief and many distinguished military men, among whom was General W. T. Sherman.

Grand Army of the Republic.—A secret society composed of veterans who served in the army or navy of the United States during the Civil War. Its objects are the preservation of fraternal feeling among the survivors of the great conflict, the strengthening of loyal sentiment, the burial of the dead with the honors due them, the observance of an annual memorial day, and the aiding of needy families of veterans. The first "post" of the Grand Army was organized April 6, 1866, at Decatur, Illinois. A national organization was effected at a convention composed of representatives of various veteran societies held in Indianapolis, Indiana, in November of 1866. The Missouri organization represented in this convention was known as "the Volunteer Mutual Aid Society," and was then merged into the Grand Army of the Republic. Under its new name the organization did not become popular in St. Louis and the original organization ceased to exist. In 1874 Abraham Lincoln Post No. 1 was organized in St. Louis, but this effort to establish the Grand Army organization in the city also failed, the post going out of existence at the end of two years. December 8, 1879, a meeting of ex-soldiers of the Union Army was held in the office of ex-Governor Thomas C. Fletcher, in St. Louis, which resulted one month later in the organization of Frank P. Blair Post No. 1, with the following named charter members: John Reed, Thomas R. Rodgers, S. O. Fish, John W. Francis, R. B. Beck, G. Harry Stone, John O. Connell, John B. Pachall, F. R. Potter, George C. Chase, Richard Mallinckrodt, E. M. Joel, B. Seaman and Arthur Dreilus. April 22, 1882, a convention was held at Kansas City, which was composed of delegates from all the Grand Army posts then in existence in Missouri. At this convention the Missouri Department of the Grand Army of the Republic was organized, with Major William Warner as department commander. He was re-elected to the position a year later, and during the two years of his administration the membership of the department increased from 500 to more than 6,000. The membership increased rapidly thereafter in this State, as well as throughout the United States, until 1892, when it touched the highest point in the history of the organization. In that year the membership of the St. Louis department approximated 20,000, and the total number of veterans enrolled in the order in the United States was 409,489. While the popularity and prestige of the institution has since increased, rather than diminished, natural causes had operated to reduce the total membership to 340,610 in 1896. In 1897 there were in existence in Missouri 562 posts, with a membership of 14,800. In the city of St. Louis there were at the same time ten posts, with a membership of 2,223. These posts, named in the order of their formation, were as follows: Frank P. Blair Post No. 1, General Lyon Post No. 2, Colonel Hassendeubel Post No. 13, Harry P. Harding Post No. 107, Ransom Post No. 131, Charles Demny Post No. 301, John A. Logan Post No. 304, Colonel Shaw Post No. 343, Elwood Miller Post No. 444 and Colonel Meuman Post No. 496.

Grand Jury, First Summoned. The first grand jury summoned in St. Louis met in December of 1804 at the tavern of Emilien Yosti. The members of this grand jury were Antoine Soulard, Bernard Pratte, Thomas F. Riddick, Wilson P. Hunt, Jacob Harry, Joseph Brazeau, Antoine Vincent, Silvestre Labadie, Joseph M. Papin, Jean Baptiste Trudeau, Francis M. Benoist, Boyd Denny, Pierre Didier, Calvin Adams, Emilien Yosti, Hyacinthe St. Cyr, Andrew Andreville, Benito Baskes. ——— Vasquez, Gerome Jobert, Patrick Lee, Yacinte Egliz, Joseph Ortes, Louis Brazeau and Joseph Perkins.

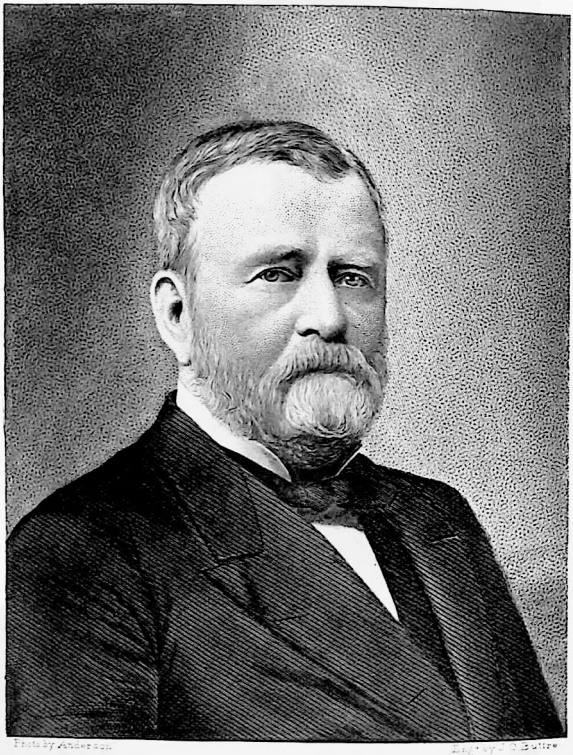


Photo by Anderson. Engd. by J. B. Sellers.

U. S. Grant,

Grant Dinner.—On the 29th of January, 1864, a grand dinner was given to Major-General U. S. Grant at the Lindell Hotel by citizens of St. Louis who desired to pay tribute to his abilities as a military commander and to give public expression to their appreciation of the great services which he had rendered to his country. Judge Samuel Treat of the United States Court acted as master of ceremonies at this dinner and many distinguished military and civilian guests sat at the tables.

Grant Funeral Pageant.—General Ulysses S. Grant, the foremost of American soldiers and ex-President of the United States, died on Mount McGregor, July 23, 1885, and on the 8th of August following a public funeral was held in New York City, which was the most magnificent spectacle of the kind ever witnessed in this country. General Grant had at one time been a citizen of St. Louis, had married his wife in this city and was always regarded as being in a sense one of St. Louis' own illustrious sons. It was fitting, therefore, that on the day of his burial the citizens of St. Louis should have borne testimony in a most striking and impressive manner to their appreciation of his greatness and the inestimable value of his services to his country. On that day all public buildings and business houses were closed, all public buildings and many private buildings were draped with emblems of mourning and a funeral cortege, four miles long and composed of thirteen divisions, marched to Lucas Market Square, where memorial services were held. Two days later a movement was set on foot to erect a monument to the eminent soldier and statesman, and in pursuance of this movement St. Louis placed in position the first monument to the "old commander" erected in the United States.

Grant Medals.—The famous Grant medals, designed to commemorate one of the most interesting events in the political history of the United States, were executed in St. Louis, and distributed from this city to those entitled to them. At the National Republican Convention held in Chicago in 1880 it was proposed, for the first time since Washington refused a third term of the presidency, to again nominate for that office the great soldier who had four years earlier relinquished the chief magistracy of the nation after having served two terms, the limit fixed by custom and the unwritten law of the land. The opposition to this innovation proved unyielding and finally forced the nomination of General James A. Garfield, but from the beginning to the end of that historic struggle 306 delegates cast their votes on every ballot for General Grant, standing together to the last, like Napoleon's "Old Guard." A few days after the convention Senator J. Donald Cameron, of Pennsylvania, and Honorable Chauncey I. Filley, of St. Louis, were taking a stroll together, when the matter of commemorating the fealty of the "306" suggested itself and was discussed. A medal was decided upon and each commenced penciling, upon the store-box upon which they seated themselves, a design. From these pencilings, coinciding as to the general features, the project was left for Mr. Filley to carry out, so that each of the 306 could have a medal. In pursuance of this arrangement he secured from General Grant his latest photograph, called into service Mr. Kershaw, the St. Louis engraver and bronze worker, and they carried out the details so that the result of their designs was approved on submission to Senator Cameron and Mrs. Grant. The medals were then struck, the list of delegates' names prepared and certified to in each State, and to each was sent a medal. There was considerable demand from those who were not entitled to them, and as late as 1897 requests for them were made by the friends of General Grant, but only enough were struck off for the delegates. Senator Cameron paid the entire expenses of preparing the medals. They were made of bronze and were about three inches in diameter. A profile of General Grant adorned one side of the medal, and on the obverse side was the following inscription: "Commemorative of the Fifty-six Ballots of The Old Guard for Ulysses S. Grant for President; Republican National Convention, Chicago, June, 1880."

Grant, Ulysses Simpson, the greatest of American soldiers and eighteenth President of the United States, was for six years a resident of St. Louis, and here he married Julia Dent, daughter of Frederick and Ellen (Wrenshall) Dent. General Grant was born at Point Pleasant, Ohio, April 27, 1822, and died on Mount McGregor, near Saratoga, New York, July 23, 1885. He was of Scottish ancestry, but his family had been Amer-

ican in all its branches for eight generations. He was a descendant of Mathew Grant, who arrived at Dorchester, Massachusetts, in May of 1630. His father was Jesse R. Grant, and his mother's maiden name was Hannah Simpson. His parents were married in Clermont County, Ohio, in 1821, and Ulysses S. Grant was the eldest of six children. He passed his boyhood on his father's farm in Ohio, and attended the village school until 1839, when he was appointed to a cadetship in the United States Military Academy at West Point by Honorable Thomas L. Hamer, then a member of Congress from Ohio. In this connection it is of interest to note the fact that an error in the appointment gave him a name which he ever afterward bore. At his birth he was christened Hiram Ulysses, but as a boy he was always called by his middle name. Mr. Hamer, thinking this his first name, and that his middle name was probably that of his mother's family, inserted in the official appointment the name Ulysses S. He was graduated from the Military Academy in 1843, standing twenty-first in a class of thirty-nine. He was commissioned, on graduation, as a brevet second lieutenant, was attached to the Fourth Infantry regiment and assigned to duty at Jefferson Barracks. He was commissioned second lieutenant in 1845, and served in the war with Mexico, first under General Taylor and then under General Scott, taking part in every battle from Vera Cruz to the City of Mexico. He was made captain in 1853. The year following he resigned and established his home on the farm near St. Louis, which is now known as "Grantwood" and is the property of Captain Luther H. Conn, of this city. For six years thereafter he engaged in farming and in the real estate business in St. Louis, but in neither calling can he be said to have succeeded. In 1860 he removed to Galena, Illinois, and there became a clerk in the hardware and leather store of his father. He was one of the first to offer his services to his country when the Civil War broke out, and became colonel of an Illinois volunteer regiment. In May he was made brigadier-general and placed in command at Cairo. He occupied Paducah, broke up the Confederate camp at Belmont, and in February, 1862, captured Forts Henry and Donelson. He was then promoted to major-general, conducted the battle of Pittsburg Landing, or Shiloh, and for a while was second in command to Halleck. He performed excellent service in the West and Southwest, especially in the vicinity of the Mississippi River and at and near the Tennessee River, in 1863. He was created a lieutenant-general March 1, 1864, and awarded a gold medal by Congress. He issued his first order as general-in-chief of the armies of the United States at Nashville, March 17, 1864. In the grand movements of the armies in 1864 he accompanied that of the Potomac, with his headquarters "in the field," and he remained with it until he signed the articles of capitulation at Appomattox Courthouse, April 9, 1865. In 1866 he was promoted to General of the United States Army. After the war Grant fixed his headquarters at Washington. When President Johnson suspended Stanton from the office of Secretary of War—August 12, 1867—Grant was put in his place, *ad interim*, and held the position until January 14, 1868, when Stanton was reinstated by the Senate. In 1868 General Grant was elected President of the United States by the Republican party, and was re-elected in 1872. He retired from the office March 4, 1877. After his retirement from the presidency he visited the countries of the old world, sailing from Philadelphia May 17, 1877. While he was abroad he was entertained in a princely manner, and upon his return to the United States, in September of 1879, he made a triumphal tour across the continent from San Francisco. In 1880 he was again put forward as a candidate for the Republican nomination for the presidency, but the traditional sentiment against a third presidential term influenced the National Convention held in Chicago against him, and after a long and exciting session the delegates to the convention compromised by nominating General James A. Garfield. In August of 1881 he established his home in New York and passed the remainder of his life in that city. He completed two volumes of "Personal Memoirs" while on his death bed. See "Military History of Ulysses S. Grant," by Adam Badeau; "Life and Public Services of General Ulysses S. Grant," by James Grant Wilson.

Grantwood.—The estate formerly called "White Haven," once owned by Colonel F. T. Dent, father-in-law of General U. S. Grant, and afterward owned by Grant himself. When it passed out of his possession it was

purchased by Captain Luther H. Conn, a citizen of St. Louis, an ex-Confederate officer, who changed the name to "Grantwood," as being more expressive of its historic significance. It is a noble estate, comprising nearly eight hundred acres at the time when it was occupied as the country seat of Colonel Dent, but reduced now to six hundred and fifty acres, situated ten and a half miles southwest of St. Louis, on the Gravois Road, in the Gravois neighborhood, one of the oldest American settlements of St. Louis County. It is five miles from Jefferson Barracks, five miles from the quiet old town of Fenton, on the Meramec River and five miles from Kirkwood. The Carondelet Branch of the Missouri Pacific Railroad, from Kirkwood to Carondelet, runs through it, and so does the beautiful Gravois Creek, which gives the name to the road and the neighborhood. The estate is about equally divided between cleared and woodland, and might be called an ideal stock farm, the creek supplying an abundance of water all the year round, the fertile fields yielding good crops of grain and hay, and the ample forest furnishing woodland pasture and shelter. Colonel Dent turned it to account in the rearing of animals; General Grant improved its capacity for this purpose, and Captain Conn, the present proprietor, who has a quick eye and a warm feeling for a good horse and a full-blooded shorthorn, has still further developed its advantages as a breeding ground for choice animals. Captain Conn is a gentleman of leisure, taste, travel and means, and, withal, hospitable and affable, and the many visitors from all parts of the United States and foreign lands who visit the place where the great American general and President wooed and won the fair lady who became his wife, bear away with them pleasant recollections of the host who seems to regard himself as holding the estate for the great soldier's countrymen. The old Dent mansion, which gave the name "White Haven" to the place, is still standing in good condition, and is occupied by the present proprietor, who has been careful, while keeping it in good repair, to preserve the original character and appearance. It is a two-story frame house, with attic, wide and roomy, with the spacious two-story veranda in front so frequently met with in Southern country seats, and heavy stone chimneys at the ends. Before the war there were the cabins for colored people, always seen on Southern country seats, but these have disappeared and in place of them are the barns and sheds which General Grant built for horses and cattle when the estate came into his possession. The wide breast of the massive chimneys suggests the old-fashioned fireplaces within, and on entering the house the visitor finds them as wide and ample as the rooms to be warmed by them. Grantwood is within hearing distance of the guns of Jefferson Barracks, and it is to this fact that that very important event in Grant's life—his marriage to Miss Julia Dent—is due. Her brother, F. T. Dent—afterward brigadier-general and minister to Denmark—was one of his classmates at West Point, and when Lieutenant Grant, after leaving the Military Academy, was assigned to duty at the Barracks, nothing was more natural than that he should be invited to the home of this brother; and thus began, in 1844, the acquaintance which had so much to do with the young lieutenant's subsequent career. General Grant not only highly appreciated White Haven on account of its value as a stock farm, but had a fond attachment for it on account of the romantic youthful associations connected with it. It was there he won his wife, and it was there all their children were born; and while he was still at Washington, absorbed in the cares of office, he was accustomed to say that he looked forward eagerly to the time when he should retire from public life and spend his last days in the sylvan scenes and amid the rural delights of White Haven. Mrs. Grant shared with him this affection for her early home, and when, in 1893, she visited it, with her son, Jesse R. Grant, and his wife, it was an unexpected delight to her to find it looking almost exactly as she had left it many years before. The Gravois region is a beautiful rolling country, occupied chiefly by orchards, vineyards and gardens owned by a thrifty and neighborly people. It was settled in the early days by the Sappingtons and Longs, whose descendants still exhibit the sterling virtues of their pioneer ancestors of three generations ago. General Grant was well known and warmly esteemed in the neighborhood in his early days, and one of his steadfast personal friends was Colonel John F. Long, who, Democrat though he was, was appointed by him surveyor of the port of St. Louis during his administration. Mrs. Grant and her father's family also are affectionately remem-

bered by the few still remaining old citizens who knew them as occupants of White Haven. There have been suggestions among surviving veterans of the Union Army that the estate ought to be saved from the subdivision into small tracts that will ultimately be its fate, if left to private ownership, by making it a national park as a perpetual memorial of General Grant, and a visiting spot for his countrymen; but Captain Conn is himself greatly attached to it, because of its adaptation to stock breeding and its attractiveness as a country seat, and it is not certain that he would be willing to part with it. He shares the high respect which so many Confederate soldiers entertain for General Grant, and takes no little satisfaction in owning the place once owned by the great commander.

Gratiot, Charles, the head of the distinguished American family of Gratiots and one of the early settlers of St. Louis, was born in Lausanne, Canton of Vaud, Switzerland. His family were French Huguenots, forced to leave their native country by the revocation of the Edict of Nantes. He came to this country and lived for a time at Charleston, South Carolina. About the year 1777 he came to the West and settled at St. Louis, and engaged in merchandising. The post was only thirteen years old at that time, so that it may be said of Gratiot that he was here from almost the beginning. His alliance with the family which founded St. Louis began on the 25th of June, 1781, when he married Victoire Chouteau, one of the three sisters of Colonel Auguste Chouteau, the friend and companion of Laclede. Nine children were born to them, four sons—Charles, Henry, John B. and Paul M. Gratiot—and five daughters—Julie, who became the wife of John P. Cabanne; Victoire, who became the wife of Sylvester Labadie; Emilie, who became the wife of Pierre Chouteau, Jr.; Marie Therese, who became the wife of John N. Macklot, and Isabelle, who became the wife of Jules De Mun. The eldest of the sons, Charles, graduated at West Point and rose to the rank of general, dying at the age of eighty-seven years. The other sons went to the lead mines on Feore River, Illinois, and took a prominent part in the founding of what is now the city of Galena. In 1832 Paul M. Gratiot returned from the lead mines to St. Louis and spent the remainder of his life on his farm near Cheltenham, part of the "Gratiot League," which had been the property of his father. One of the daughters of Jules and Isabelle (Gratiot) De Mun, Isabelle, became the wife of Edward Walsh; another, Julie, became the wife of Antoine Chenie; a third, Louise, became the wife of Robert A. Barnes, and a fourth, Emilie, became the wife of Charles Bland Smith—all prominent in business and the professions in St. Louis, whose children are still to be found in the city. When General George Rogers Clark made his conquest of the Illinois country Charles Gratiot, Pierre Menard and other French settlers gave him the most valuable assistance in wresting this territory from the English, and when the territory west of the Mississippi River passed under the control of the United States government he was a no less potent factor in reconciling the French inhabitants of that region to the new order of things. All of his life he possessed the confidence of the inhabitants of the post, and was the leader in all movements for their benefit. In 1811, 1812 and 1813 he was president of the board of trustees, and when, in 1815, Thomas H. Benton, then a young man thirty-three years of age, but with the beginning of his great reputation, came to St. Louis to make it his home, Charles Gratiot welcomed him to the town and entertained him in his hospitable home, at the corner of Main and Chestnut Streets. Mr. Gratiot was very successful in business, and when he died, in the year 1817, he was reckoned one of the richest men in St. Louis.

Gratiot, Charles, was born in St. Louis, August 29, 1786, and died in St. Louis, May 18, 1855. His father was Charles Gratiot and his mother was Victoire (Chouteau) Gratiot, sister of the two Chouteaus, Auguste and Pierre, who took part in the founding of St. Louis. At the age of eighteen years he was appointed as a cadet to the military academy at West Point by President Jefferson, being one of the four French youths of Missouri Territory selected for this distinction with the object of conciliating the French population after the cession. He graduated with honor in 1806 and entered the army as second lieutenant of engineers. In 1808 he was promoted to be captain. He served with gallantry in the War of 1812 as chief engineer in General Harrison's army, and in 1814 was brevetted colonel. He took part in the de-

fense of Fort Meigs in 1813, and in the attack on Fort Mackinac in 1814. In 1815 he was appointed major of engineers, and superintended the construction of fortifications on Delaware River, and afterward the construction of Fortress Monroe, at Old Point Comfort. In 1819 he was appointed lieutenant-colonel, and in 1828 was made colonel in charge of the engineering bureau at Washington, D. C. May 24, 1828, he was brevetted brigadier-general and appointed inspector of West Point. It was General Charles Gratiot who, in 1835, selected Lieutenant Robert E. Lee to construct the works on Bloody Island, and between the island and the Illinois shore, which protected the harbor of St. Louis. Fort Gratiot, on St. Clair River, Michigan, and the villages of Gratiot in Michigan and Wisconsin were named in his honor. He was married to Miss Ann Belin, at Philadelphia, April 22, 1819. Two daughters were born to them—Victoria, who became the wife of Marquis C. F. de Montholon, French minister to the United States; and Julie Augusta, who became the wife of Charles P. Chouteau, of St. Louis. His widow died in this city December 26, 1886, at the age of eighty-seven years.

Gratiot Street Prison.—What was known during the Civil War as Gratiot Street Military Prison was originally the McDowell Medical College. It was a large octagonal building, built of gray stone, and stood at the corner of Eighth and Gratiot Streets. It was flanked by two wings, the southern situated directly on the corner of Eighth and Gratiot Streets, and the northern extending to the building of the Christian Brothers. It was appropriated by the military authorities at the beginning of the war for use as a military prison, and to it were committed from time to time captured Confederate soldiers, Southern sympathizers placed under arrest, and those charged with being "bush-whackers," spies or mail-carriers, and also deserters, bounty-jumpers, and delinquents from the Union side. Many prominent citizens of Missouri were incarcerated in this prison, among them being men who had occupied high public stations and who had rendered important services to the country, but whose overt acts or openly expressed sympathy with the Confederate cause occasioned their imprisonment. The discipline maintained in the prison seems to have been severe, and there were many complaints of harsh treatment and of unnecessary hardships imposed upon those who had the misfortune to incur the displeasure of the military authorities then in complete control of the city.

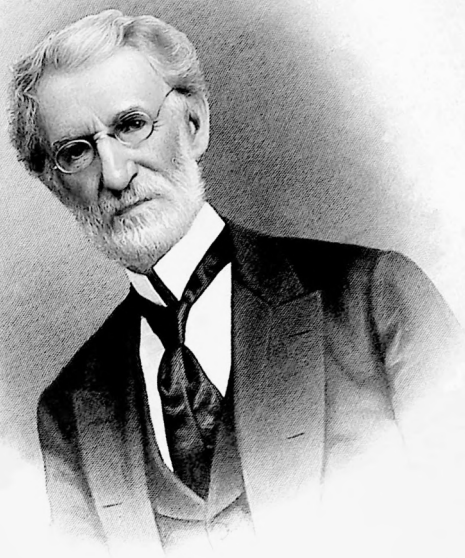
Graves, William Washington, physician, was born November 13, 1865, in La Grange, Oldham County, Kentucky, son of David W. and Julia A. (Crockett) Graves, his mother being a direct descendant of the famous Colonel Davy Crockett. His grandfather, Washington Graves, who was a native of Virginia, removed to Missouri about the year 1840 and was one of the pioneers of Montgomery County. Dr. Graves obtained his early education in the country schools of Montgomery County, where he was reared, and when his school days ended he began clerking in a general merchandising establishment in Montgomery City. After that he taught school for some time in the southeastern part of Missouri, and in 1886 came to St. Louis. Here he began the study of medicine at the College of Physicians and Surgeons, and in 1888 was graduated from that institution, with the honor of being made valedictorian of his class. He at once established himself in practice in the northern part of St. Louis and quickly built up a professional business which is probably the largest enjoyed by any physician in that portion of the city. For some years prior to 1895 he was clinical professor of the diseases of children in the College of Physicians and Surgeons, but resigned his professorship in 1895 in order that he might be able more fully to meet the demands of his private practice. In 1894 he delivered the valedictory address on behalf of the faculty to the college class of that year, his subject being "The Doctor and His Mission." This address was delivered in the same college from which he had graduated but a few years earlier, and from the same platform which he had occupied in delivering the valedictory of his class in 1888. Interesting himself actively in the work of the various societies designed to promote the efficiency and higher education of the medical fraternity, he is a member of the St. Louis Medical Society, of the Mississippi Valley Medical Association, and of other similar societies and organizations. In fraternal circles he has also been somewhat prominent, and he is a member of the Knights and Ladies of Honor, of the Order of Mutual Protection,

and the Royal League. As a student of electrical science, Dr. Graves has recently gained marked celebrity in connection with practical "X-ray" work, and is the author of a practical and scientific communication entitled: "A Method of Overcoming High Resistence in Crook's Tubes; A Possible Step Toward Maximum Radiance," which has attracted wide attention in the scientific world, and enables those interested in this wonderful field of work to secure radiance "one step nearer the maximum." He married, in 1891, Miss Helena J. Sessinghaus, daughter of Honorable Gustavus Sessinghaus, for some years a member of the National House of Representatives.

Gravois Park.—A portion of the old St. Louis "Commons," which has been appropriated to park purposes. It is situated on Louisiana Avenue, between Potomac and Miami Streets, and contains 8.20 acres. Numerous trees have been planted and it is now nicely shaded and is much frequented by residents of that portion of the city adjacent to it. The cost of improvements and maintenance has been $30,920.99.

Gray, Alexander, lawyer and jurist, was born in Kentucky, and died in St. Louis August 2, 1823. He served as a captain in the Twenty-fourth United States Infantry Regiment during the War of 1812, and at its close came to Missouri, settling at Cape Girardeau. From there he came to St. Louis, a well-educated man, a fine writer, and a remarkably able criminal lawyer. In 1820 he was appointed judge of the St. Louis Circuit Court by Acting Governor Frederick Bates, and held two terms of his court in St. Louis under the territorial government. At the organization of the State government he was appointed by Governor McNair judge of the circuit court for the circuit north of the Missouri River, and filled that position until his death. He died unmarried and while still a young man.

Gray, Melvin Lamond, lawyer, and one of the old and honored members of the St. Louis bar, was born July 20, 1815, at Bridport, Vermont, son of Daniel and Amy (Bosworth) Gray. The founder of this branch of the Gray family in America was John Gray, who came with his family from Ireland to this country in 1718, and settled at Worcester, Massachusetts. Of Scotch origin, the family was planted in the north of Ireland in the year 1612, when one of its representatives emigrated to that region from Ayrshire, Scotland, and became the progenitor of a physically and intellectually vigorous Scotch-Irish people bearing his name. Transplanted from Ireland to America, the family has retained its pristine vigor, and representatives of each generation have achieved merited distinction in various walks of life. During the Revolutionary War the grandfather of Melvin L. Gray and several of his grandfather's brothers were participants in the struggle for independence. His father, Daniel Gray, graduated at Middlebury College, of Middlebury, Vermont, in 1805, and soon afterward married Susan Rice, who died in her young womanhood, leaving one son, Ozro Preston Gray. After the death of his first wife he married Amy Bosworth, and of this union eight children were born, six of whom were sons, all of whom grew to manhood. The eldest of these sons was Rev. Dr. Edgar Harkness Gray, who was long eminent as a Baptist clergyman, served four years as chaplain of the United States Senate, and officiated at the funeral of President Lincoln in Washington. Daniel Gray died when his son, Melvin L. Gray, was eight years of age, and the half-orphaned boy was given a home in the family of the village minister of Bridport. Reared in a rural community, he divided his time in early youth between farm labor and attendance at school. As he approached manhood, a strong desire to obtain a collegiate education took hold upon him, and, after fitting himself for college at the village select school and completing the course of study prescribed for the freshman year without the aid of a teacher, he entered the sophomore class of Middlebury College in 1836. During three years thereafter he maintained himself in college by teaching school during the winter months of each year, and in 1839 was graduated in a class of which John G. Saxe, the "Green Mountain poet," and William A. Howard, later a member of Congress and Governor of Washington Territory, were members. In the autumn of 1839 he went to Autauga County, Alabama, and taught school there and in the adjoining County of Montgomery for two years thereafter. There he had some interesting experiences and formed the acquaintance of men like Dixon H. Lewis, then a member of the



Melvin L. Gray

lower branch of Congress and later a United States Senator; Governor (and later United States Senator) Fitzpatrick; William L. Yancey, Henry W. Hilliard, and others who attained national celebrity in later years. Among his less agreeable experiences was that of being paid for his services as an educator in the depreciated State Bank currency of Alabama, which he was compelled to discount 35 per cent when he left the State. In September of 1842 he came to St. Louis and continued law studies, previously commenced under the preceptorship of Britton A. Hill and John M. Eager, then practicing in partnership. In 1843 he was admitted to the bar of Missouri, and in February of 1844 opened his own law office. After that until 1893 he was continuously engaged in the practice of his profession, and at the present time—1898—he is, with the exception of Samuel Knox and Nathaniel Holmes, now of Massachusetts, and Judge Samuel Treat, of St. Louis, the oldest member of the St. Louis bar. During his long professional career of more than half a century he confined himself to the civil practice, and for many years gave special attention to admiralty and trade mark law. In this branch of practice he attained more than local celebrity in the years of his greatest activity, and the volume of his business made him one of the most successful practitioners in St. Louis. In later years he withdrew, in a measure, from this kind of practice and turned his attention largely to the care and conservation of his estates, of which he had been made curator or trustee. In 1893 he retired from the practice to the enjoyment of a green old age, and still physically and mentally vigorous, is numbered among the few members of the bar who link the distant past with the present of St. Louis. Prominent at the bar, he has been hardly less well known to the public as a patron of the arts, sciences and education. A self-made man, his generous sympathies have gone out to those struggling to obtain an education or a foothold in life, and all such who have come in his way have found in him a friend and benefactor. He gave to Drury College, the leading educational institution of the Congregational Church in the West, the sum of $25,000 to establish and endow a professorship in honor of his wife, and has freely used the means with which fortune has favored him to elevate mankind and assist the progress of civilization. For thirty-five years he has been a member of the Missouri Historical Society, taking at all times a deep interest in its work and serving for a number of years as its vice-president. The St. Louis Academy of Sciences is another institution through which he has labored efficiently to promote intellectual development, and during the years 1896 and 1897 he served as president of that society. Mr. Gray's first law partner in St. Louis was Charles B. Lawrence, who afterward achieved distinction as a jurist and member of the Illinois Supreme Court. Among those eminent at the bar of St. Louis and in public life with whom he has been contemporary in the practice of law have been many of the most eminent members of the Missouri bar. Edward Bates, Hamilton R. Gamble, Henry S. Geyer, Josiah Spalding, John F. Darby, and Beverley Allen were the senior members of the local bar in his young manhood. Charles D. Drake, later a United States Senator; Joseph B. Crockett, afterward a judge of the California Supreme Court; Wilson Primm, James B. Bowlin, an American diplomat under the Polk and Buchanan administrations; Richard S. Blennerhasset, noted for his eloquence as an advocate; John M. Krum, Albert Todd, William F. Chase, a brother of Salmon P. Chase; Alexander Hamilton, P. D. Tiffany, Samuel Knox, John R. Shepley, Trusten Polk, afterward Governor and United States Senator; Roswell M. Field, and Myron Leslie were all legal lights within the period of his active practice, as were also Logan Hunton, Lewis V. Bogy, Montgomery Blair, Thomas T. Gantt, Thomas B. Hudson, and Nathaniel Holmes. When Mr. Gray began practicing law in St. Louis there were six volumes of Missouri Supreme Court Reports. There are now one hundred and thirty-eight of these reports, and these figures tell their own story of the long span of his professional life. In 1851 he married Miss Ruth C. Bacon, a native of Massachusetts, who for several years had been a teacher in a leading female seminary of St. Louis. A woman of rare social and domestic graces, her companionship was an inspiration and a blessing to her husband until her death in 1893. A beautiful and true tribute to her life and character was written by the late Eugene Field, who was a frequent visitor to the Gray home. Mr. Gray was executor of the poet's father's estate and practically the cu-

rator of the poet himself, and a warm friendship long existed between the Field and the Gray families.

Gray, Ruth C.—Miss Ruth Cutler Bacon, eldest child of Rufus F. and Emeline Cutler Bacon, was born in Enfield, Massachusetts, October 17, 1828. Soon afterward her parents removed to Warren, Massachusetts, where she was educated and graduated with honor from a prominent academy of the latter place in the seventeenth year of her age. Desiring to be independent and not a charge upon her father, whose clothier mills had been swept away by a flood, she taught first a district school in Warren, and afterward as an assistant in a young ladies' seminary in Southbridge, Massachusetts, presided over by Mr. Stone, who afterward became superintendent of the public schools of that State. In 1847, learning that Miss Catharine Beecher, in connection with ex-Governor William Slade, of Vermont, was gathering a company of young ladies to supply a demand for teachers in the newly settled States of the West, she offered her services, was accepted, and entered with enthusiasm upon the work of preparation. It required more than ordinary courage and self-reliance in one so young to abandon parents and brothers and sisters, to whom she was deeply attached and by whom she was warmly loved. But she was animated not only with a laudable desire for self-support, but also with high and noble motives of being useful and doing good to others and helping them to support themselves. Having attended a course of lectures in Hartford, Connecticut, adapted to the work about to be entered upon, she, with others, came West in the fall of 1847 and was located at Fort Madison, Iowa, then a border settlement, from which the wolves at the time were not wholly driven away. Here she spent a year in teaching a district school a little outside of the village a part of the time and afterward in the town. The settlers of Fort Madison were educated people, mostly from the Eastern and Middle States, and they received the young teacher with great kindness and hospitality and were her friends during life. Among them were Mrs. Louis T. Reeves, afterward the wife of Samuel F. Miller, associate justice of the Supreme Court of the United States; Colonel Perry and wife, and others. Feeling that she was fitted for higher work than teaching a district school for small children, she came to St. Louis in the fall of 1848, applied for and passed an examination for a position in the St. Louis public schools, was accepted, and commenced teaching under the auspices of the school board. At the time Mr. Spencer Smith was superintendent of the public schools, whose wife, Mrs. Rachael E. Smith, a graduate of Mrs. Emma Willard's Female Seminary of Troy, New York, was principal of a flourishing school for young ladies, largely patronized by the prominent families of the city and vicinity. Mr. Smith was led to observe the management and instruction of Miss Bacon in her classes, and, being pleased therewith, asked her to take the place of chief assistant in his wife's school. At first Miss Bacon declined, feeling that she was honorably bound to the school board. Ultimately, through the influence of Edward Wyman and Dr. William G. Eliot, both directors in the school board, she was released from their service, and for three years was a teacher in Mr. and Mrs. Spencer Smith's Seminary, teaching for the most part the higher branches of a young ladies' course of education and at times taking the whole responsibility of the school. The daughters of the leading Protestant families of the city were her pupils, and their scholarship and character were largely shaped and formed by her, which they gratefully acknowledged, and by them she was both loyally loved and honored. In September, 1851, her marriage with Melvin L. Gray took place, and thenceforth her leading aim in life was to help her husband and make his home an abode of peace and happiness, and in dispensing charities and assistance to others as far as it lay in her power. She had a well-balanced and cultivated mind, was well read in the best literature of the English language, and enjoyed the society and companionship of refined and educated people. In her early youth she had become a member of the Congregational Church, and ever lived a consistent and Christian life. She was not ambitious of social distinction, and preferred rather the repose and quiet of domestic life, yet was ever ready to give a helping hand to others and to encourage them to help themselves. From a beautiful tribute to Mrs. Gray by Eugene Field we quote the following: "But it seems to me that the sweetest, holiest light of this dear lady's life arose from her devotion to her mother. . . . For thirty-two years Mrs.

Bacon was a member of her daughter's household. It pleased God to afflict her with blindness, and for nineteen years her daughter's gentle hand led her to and fro. The sympathy between the two was perfect and beautiful, and when at last the hour of separation came it was as if the light had gone out, too, in the life of the faithful daughter." For many years Rev. Truman M. Post was the pastor of Mrs. Gray, and a warm and cordial friendship existed between them. Miss H. N. Haskell, principal of Monticello Seminary, relates the origin of the Post Memorial Library in that institution as follows: "Standing with Mrs. Gray on the first floor of the new Monticello as the walls went up, she turned to her long-tried friend, Mrs. Rea, and said: 'Our Dr. Post loved Monticello, the work and workers, for thirty-five years. Hence I think some memorial to his memory should be placed here by those who loved him.' Mention was made of the endowed chair at Drury College in memory of Dr. Goodell. The two friends, loyal to each other, and each loyal to their most beloved pastor, discussed the plan, first considering an endowment, then a scholarship, then concluding that a library should be furnished and equipped, and if possible sustained as a Post memorial. These two friends made the first donations, and each solicited funds for this purpose until the memorial was accomplished." Mrs. Gray was one of the charter members of the Women's Foreign Missionary Society of the Congregational Churches in this city, and was for many years secretary and treasurer, and was faithful and unremitting in her efforts to increase its usefulness and success. An extract from a paper read before said society by Miss Martha H. Mathews will form a fitting close to this sketch: "In her connection with missionary work—as, indeed, everywhere—there were manifest a modesty and humility that gave all she did or said a double worth. That those were fundamental elements of her character, even in youth, is shown by her diary, written for no eye but her own and dating back to 1845. In it she repeatedly and gratefully acknowledges that whatever measure of success was hers at any time was due not at all to her own merit, but to the strength given her by her loving Heavenly Father. A sweet presence has gone from among us, a rare and ripe character that had mastered the lessons of this life and was matured for those grander things which God has prepared for them that love Him—things that our eyes have not seen, nor our ears heard, nor our hearts entertained, but which have become realities to her."

Great American Society.—A fraternal and beneficiary society chartered under the laws of Missouri, April 9, 1895. It pays sick, accident and burial benefits. St. Louis has been the headquarters of the society since its organization, and in 1898 it had about five hundred members in this city.

Greek Ethics Club.—See "Ethical Society of St. Louis."

Greeley, Carlos S., long one of the most prominent citizens of St. Louis, was born July 13, 1811, in Salisbury, New Hampshire, and died in St. Louis April 18, 1898. His father, Benjamin Greeley, was a farmer, and the son during his youth worked on the farm, attending school during the winter months of each year. His education was completed at an academy in Salisbury, and when he was twenty years old he left the farm and began fitting himself for mercantile pursuits as a clerk in the general store of Pettingill & Sanborn, of Brockport, New York. After he had clerked in this store two years he purchased a quarter interest in the establishment with money borrowed of his father. The enterprise prospered, and in 1836 he sold out and with his profits as capital came to St. Louis in 1838. Mr. Sanborn, one of his former partners, had preceded him to this city, and forming a new partnership they embarked in the wholesale grocery business together. They first conducted their business on a small scale on the levee, but gradually expanded it until its trade grew to very considerable proportions. Mr. Sanborn's interest was purchased after a time by Daniel B. Gale, and until 1858 the firm was Greeley & Gale. C. B. Burnham then became the head of the house, which took the name of C. B. Burnham & Co., under which it was conducted for eighteen years thereafter. The partnership then became known as Greeley, Burnham & Co., and the business was conducted under that name until 1879, when the enterprise was incorporated as the Greeley-Burnham Grocer Company, with Mr. Greeley as president. In 1893 this house was consolidated with the firm of E. G. Scudder & Bro., and since then has been known as

the Scudder-Gale Grocer Company. For many years the house was under the general management of Mr. Greeley, and during this time it became one of the most widely known wholesale grocery houses in the United States. In 1881, after the house had been destroyed by fire, Mr. Greeley erected, at the corner of Lucas Avenue and Second Street, a five-story brick building, with over sixty-four thousand feet of floor space, into which the business was removed as soon as the building was completed. While building up a great merchandising establishment, Mr. Greeley was actively identified with many other enterprises, and in the course of his long and useful life helped to set on foot and advance many movements which have contributed largely to the growth and prosperity of St. Louis. He was one of the earliest subscribers to the capital stock of the Kansas & Pacific Railroad Company, and for several years he was the treasurer of that corporation. He was also a director of the Missouri Pacific Railroad Company, president of the Madison County Ferry Company, vice-president and later president of the Union Trust Company, president of the Washington Land & Mining Company, a director of the Union Mining & Smelting Company, a director of the Boatmen's Bank, a director of the Crystal Plate Glass Company, a director of the State Mutual Insurance Company, and of the Greeley Mining Company of Colorado, and various other corporations. For nine years he was a member of the public school board of St. Louis, which he served as president, being recognized as one of the most efficient officers who has ever presided over its deliberations. In church and educational circles he was no less active than in business life. Identified with the Second Presbyterian Church, he aided in every way to promote the interests of that church and kindred institutions. He was long a trustee of the Lindenwood Seminary, at St. Charles, Missouri, and was also a member of the boards of trustees of Washington University and Mary Institute of this city, and of Drury College, of Springfield, Missouri. He was a philanthropist by nature, and one of his most notable labors in this field was the great work which he performed as a member of the Western Sanitary Commission of the Civil War period. He was treasurer of that commission, and $771,000 in all passed through his hands in that connection, over three-fourths of that amount having been raised at the Mississippi Sanitary Fair, held in May of 1864. When the commission concluded its labors and issued its last report a high tribute to the honesty and efficiency of Mr. Greeley was paid in the closing sentence of the report, which read as follows: "Its funds have been kept and its finances managed with great care, faithfulness and good judgment by its treasurer, Carlos S. Greeley." Subsequently Mr. Greeley was one of the founders of the Soldiers' Home, a charity which reflected great credit upon St. Louis. He married, in 1841, Miss Emily Robbins, of Hartford, Connecticut, and a son and a daughter were born of this union. The son is Charles B. Greeley, and the daughter is now Mrs. Dwight Treadway.

Green, Charles, real estate, street railway operator and financier, was born in Ballinasloe, County Galway, Ireland, in May, 1838, son of James and Mary Green. His family possessed a large and beautiful landed estate, but the death of his father when Charles was a boy made a serious change in his fortune, and in 1857 he emigrated to America. He had previously obtained a fair education, entered the college at Galway, and in the intervals of other studies had dipped into law. On his arrival at St. Louis his brother, Thomas, on whose invitation young Green had left his native land, placed him in the St. Louis University, where his education was completed. It had always been his intention to devote himself to law as a profession, but his health failing, he accepted a situation in the St. Louis postoffice under Postmaster Foy. This position he retained about a year, and then became a bookkeeper in the State Saving Association, remaining in the latter place for a period of four years. He was cashier of the Merchants' Union Express Company for twelve months. In 1866 he established the real estate firm of Green & LaMotte, the title of which firm still exists, although the junior member, F. X. LaMotte, a college friend of Mr. Green, died in 1868. Mr. Green's familiarity with the values of real estate property secured to him the position of president of the board of assessors for the city and county of St. Louis, to which he was unanimously elected by the county court in 1873, and for four successive terms thereafter. He was one of the commissioners to condemn the prop-

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erty of which Forest Park was formed, and also Northern Park. He was the official appraiser of the assets of the Columbia Life Insurance Company, receiver of the Central Savings Bank, assignee of the Keokuk & Northern Line Packet Company, and has acted in similar capacities in other instances. Besides these great trusts, requiring enormous bonds, which were furnished with surprising alacrity, Mr. Green has had charge of numerous estates of wealthy citizens, notably that of John Withnell, all managed with fidelity and success, and bearing the fruits of his prudence and sagacity. When the determination became final of removing the St. Louis University from the vicinity of Ninth Street and Washington Avenue Mr. Green formed a syndicate for the purchase of the property and assumed a large portion of the indebtedness himself. He was a subscriber to a considerable amount to the fund for building the new Merchants' Exchange, on Third Street, aided in the organization of the Real Estate Exchange, and was at one time president of the board. In 1879 he became one of the syndicate purchasing the Carondelet Gas Company, has been a stockholder in several banks and other corporations, and in short, has promoted numerous moneyed enterprises for the development of the business interests of St. Louis. In 1874 he became a leading stockholder in the St. Louis Agricultural & Mechanical Fair Association, and in 1880 was elected president. Although his administration, which was continued for many years, met with some adverse criticism on the score of the large expenditures for improvements, it may be said that no one who has occupied the position did more to adorn, beautify and render the fair grounds attractive than Mr. Green. It may, indeed, be questioned whether, but for some such measures, this favorite institution might not have gone rapidly into desuetude. In 1888 Mr. Green undertook to rescue the Tower Grove Street Railroad from financial ruin, but almost from the beginning met with unlooked-for difficulties. The completion of the electric roads grid-ironing a great part of the territory relied upon to support the Tower Grove cable line, the devastation done by the cyclone of May, 1896, and other untoward events made the task assumed by Mr. Green exceedingly formidable, but never touched his cool and indomitable courage. Mr. Green's prominence in the business community, as is the case with most men of positive character and unflinching purpose, has not been achieved without antagonisms. It is said that "death loves a shining mark," but it is also such a mark at which the arrows of envy and too often of malice are directed. The general who has battled for a position holds it not seldom by as great a fight as it required to win it. Charles Green is poorly adapted to the arts of intrigue, and is comparatively unlearned as a compromiser. But if he is a "plain blunt man" he is also "one that loves his friends."

In 1868 Mr. Green married Miss Henrietta Preuatt, daughter of a prominent merchant of Madison, Indiana, by whom he has had seven children.

Gross, Jacob, head of one of the most famous merchandising corporations of the Rocky Mountain region, but a resident of St. Louis, was born in Baltimore, Maryland, September 2, 1845. He was youngest of a family of six sons, four of whom were living in 1898, those beside himself being Joseph J. Gross, of St. Louis; Most Rev. William H. Gross, Catholic archbishop of Portland, Oregon, and Alfred G. Gross, a merchant of Washington, D. C. The parents of these sons were Jacob and Rachael Gross, both born in Baltimore, Maryland. Louis Gross, their grandfather, was born in Alsace—at that time a province of France—and came from there to Baltimore with his parents toward the close of the last century. He married Catharine White, daughter of Abram White, of Maryland, who served on Washington's staff in the Revolutionary War. The mother of Jacob Gross, of St. Louis, was a daughter of James Hazlitt, born in Dublin, Ireland, and a participant in the Irish Revolution of 1798, headed by Robert Emmet. In consequence of his participation in this uprising he was forced to flee to the United States, and settled in Baltimore. During the War of 1812 he commanded a brigade of American troops stationed at a point below Baltimore when the attack was made on that city by the combined British Army and fleet under command of General Ross. John I. Gross, an uncle of Jacob Gross, of St. Louis, was a captain of artillery in the defense of Baltimore, and the father of Jacob Gross, who also bore that name, was one of the chief officials of the port of Baltimore, and was long identified also with

the National Guard of Maryland, in which he commanded a company and afterward held a colonel's commission. After obtaining a good education in the Christian Brothers' School, of Baltimore, the youth who has since become famous as a Western merchant entered one of the large shipping houses of his native city, in which he was employed as a clerk for several years, receiving there that thorough training and practical education which fitted him for the operations of his later life. Coming west in the year 1864, he remained in St. Louis some time, and was then attracted to the country farther west, he being sagacious enough to perceive that the building of the Union Pacific Railway, then projected, would open up new and promising avenues of trade. Going first to Leavenworth, Kansas, which was at that time the great outfitting point for the plains and far West, he obtained a position in the wholesale house of C. R. Moorehead & Co., and in that establishment, under the tutorage of Mr. Sellers—who had charge of the office affairs—he acquired that knowledge of Western trade methods which ultimately made him the leading merchant of the region in which he operated. In the year 1868 Honorable Miguel A. Otero, then a delegate in Congress from New Mexico, formed a partnership with Mr. Sellers under the firm name of Otero, Sellers & Co., and engaged in merchandising on the line of the Santa Fe Railroad, with Mr. Gross in charge of the office affairs of the establishment. As the railroad was extended westward they followed it to Fort Hays, Sheridan, Kit Carson, El Moro and La Junta, Colorado, and finally established a large business at Las Vegas, New Mexico. Their house was the receiver and forwarder of a very large proportion of the merchandise shipped to points in Kansas, Colorado and New Mexico, and from the beginning had an immense trade. In the year 1881 Mr. Gross, in conjunction with A. M. Blackwell, purchased the merchandising interests of Otero, Sellers & Co., Mr. Sellers retiring from business on account of ill health. Since then the firm of Gross, Blackwell & Co., thus constituted, has been known all over the West, and in addition to the parent house at Las Vegas these partners have several other large stores in New Mexico. January 1, 1898, they incorporated their business with a paid up capital of $300,000. The Territory of New Mexico is known as one of the great wool-producing regions of the United States, and Gross, Blackwell & Co. are large dealers in this commodity and practically control the wool trade of the Territory. Mr. Gross was one of the founders of the San Miguel National Bank, of Las Vegas, of which he was first cashier and afterward president, resigning the last-named office when he removed to St. Louis. Having accumulated a handsome fortune, he established his home in this city some years since, hoping thereby to restore the health of his wife, who had previously resided in this city. Since then he has been interested in commercial affairs only as a financial adviser of the house of which he is the head. He married in 1881 the youngest daughter of the late Dr. M. L. Linton, who was one of the founders of St. Louis Medical College.

Green, Orange F., manufacturer, was born August 16, 1825, in Williamstown, Massachusetts, and died at his summer home in East Aurora, New York, September 7, 1888. His parents were Russell and Jerusha (Abbott) Green, the elder Green having been a farmer, who lived for many years at East Aurora, and died there in 1890 at the advanced age of ninety-two years. When he was seven years of age Orange F. Green went with his parents to live at Colden, Erie County, New York, and there he grew up and acquired a common school education. In 1846 he left home and went to Troy, New York, where he clerked two years for a retail grocer named Marston. From there he went to Buffalo, New York, where he was employed as a salesman by the firm of Burr & Waters, manufacturers of small beer. Later he was in the employ of a Mr. Bradford, a coffee merchant, and still later was connected in Buffalo with the wholesale and retail house of Turner Bros. After serving this house five years he came in 1855 as far west as Cincinnati, Ohio, where he embarked in the wholesale and retail wine trade. He followed this business in Cincinnati until 1858, and then came to St. Louis, where he was engaged in the wholesale liquor trade until 1866, when he turned his attention to the manufacture of apple cider, champagne cider and vinegar, laying the foundation of an industry which has since grown to large proportions in this city. His first place of business was on Market Street, between Fifteenth and Sixteenth Streets, but in 1867 he built a

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cider and vinegar factory at the southwest corner of Pine and Twentieth Streets and removed to that location. He was joined in this enterprise by James E. Clark, and their business was conducted under the firm name of Green & Clark until 1888, when Mr. Green sold out to his partner, who has since continued the enterprise of which Mr. Green was founder. Shortly after his retirement from business Mr. Green died, as already stated, at his summer home in New York. His remains were brought back to the city with which he had so long been identified as an honorable and successful man of affairs, and now rest in Bellefontaine Cemetery. August 16, 1848, he married Miss Rhoda A. Parsons, of Sand Lake, Rensselaer County, New York. The surviving members of his family are Mrs. Green and one daughter, Matilda, now the wife of Charles F. Smith, of East Aurora, New York.

Green, Thomas, merchant, was born December 24, 1819, in Ascragh, in the County Galway, Ireland, son of James and Annie (Rafty) Green. He came of good family, his father having been a large land owner and man of wealth, and he was educated in the private schools of his native town. Anxious to see something of the new world, he left home in 1839, when he was twenty years of age, and came to the United States. He first found a home in the city of Rochester, New York, and during the two years of his residence in that city learned the iron moulders' trade. In 1841 he came to St. Louis, and some time later became a clerk in the employ of the wholesale grocery firm of Smith Bros. & Co., composed of James and William H. Smith and Joshua Coombs, and doing business at that time on the levee, between Olive and Locust Streets. This store was destroyed by the great fire of 1849, and in 1850 the firm was reorganized, with Levi Parsons and James and William H. Smith as partners. Mr. Parsons died in the fall of that year, and another reorganization resulted in the formation of the firm of Partridge & Co., composed of George Partridge and James and William H. Smith. Later Henry S. Reid was admitted to the firm, and on the 1st of January, 1857, Mr. Green became a partner. James and William H. Smith withdrew from the firm in 1862, and in 1867 Mr. Partridge died. Mr. Reid and Mr. Green became successors to the business, which was continued under the firm name of Reid & Green. Mr. Reid died in 1874, and in 1875, after an honorable and successful career of more than thirty years in St. Louis, Mr. Green retired from commercial pursuits with an ample fortune. Thereafter until his death, which occurred August 12, 1896, he lived quietly at his home, devoting himself to his family and friends and enjoying the regard and esteem of all who knew him. He was a Catholic churchman, active in various ways in advancing the interests of his church and in promoting its charitable enterprises. He was a member of the St. Vincent de Paul Society and of the Calvary Cemetery Association. April 24, 1861, he married Miss Mary Murray, of St. Louis. Their surviving children are Mary E. Green, now the wife of Lieutenant M. S. Wood, of the United States Navy; Thomas Slevin Green, James Smith Green, Charles Rafty Green, John Withnell Green, Isaac Green, and Edward Timothy Green.

Gale, Arthur H., merchant, son of Daniel B. and Caroline (Pettengill) Gale, was born in St. Louis September 3, 1852. Mr. Gale may be considered fortunate in his birth, for he was not only born to ample means and high social position, but he inherited a name which he may well esteem above either of these. His father before him was a successful merchant, whose high probity gave to his simple word the binding force of State statute, and whose name for a generation, on the street, at the Exchange, in banks, and in business centers, meant everything that business men set high value upon. Arthur H. Gale received the first part of his education in the excellent public schools of his native city, and afterward attended Washington University until he was eighteen years of age, when he entered upon the course of training, as an employe in the large wholesale grocery house of Greeley & Gale, which was to prepare him to become the worthy successor of his father and to assume the high position in business circles which he subsequently attained. Like his father, he possesses the true commercial instinct to such a degree that he may be called a born merchant. He took to the business so easily and showed so quick a capacity for discerning its requirements and meeting them that he was advanced from one position to another until he was given a prominent place

in the management of the firm. He had the benefit of his father's counsel and instruction, and, what is better, of his father's constant upright example, and in his long, unbroken association with the original house and its successors he has been careful to maintain the traditional reputation for integrity and fair dealing that it has enjoyed for more than sixty years. The Scudder-Gale Grocer Company of 1898 traces back in direct line to the original firm of Greeley & Gale of 1838, and if there is anything in a clear and untarnished pedigree in business succession, this company may be awarded the double honor of two of the most distinguished mercantile names in St. Louis. And it is cause for congratulation that the Gale line will probably be continued in the succession in the person of Leone Caryll Gale, eldest son of the subject of this sketch. He was born in his grandfather's old home, 1631 Lucas Place, December 29, 1876, reared in St. Louis, educated at Washington University, and in 1897 taken into the establishment. When the war with Spain broke out in the spring of the following year Leone, fired with patriotic ardor, volunteered as a private in the army, and was afterward appointed sergeant-major of the First Missouri Volunteer Infantry. Arthur H. Gale, in his more than twenty-seven years of active business in St. Louis, has exhibited the qualities which extend the commerce and maintain the prosperity of a great city. He inherited from his father the simple honesty that marked the early merchants of St. Louis, and he has supported it with the modern enterprise and intelligence that recognize new conditions and adopt new methods to meet them. Mr. Gale was married in 1876 to Miss Stella Honey, native born in Missouri, like her husband, and a niece of the wife of Governor Fletcher. She is the proud and happy mother of four children, who, in addition to bearing the name of Gale and the estimable qualities it represents, inherit from their mother a high intelligence and virtues that qualify for social influence and usefulness. The four children, named in the order of their age, are: Leone, Arthur H., Jr., Grace, and Margaret Gale. Mr. Gale cares nothing for display; he is unaffected and without ostentation, and is held in the warmest esteem by those who know him best. His aptitude for business makes it a pleasure rather than a task, and he takes a full part in the management of the extensive trade which the Scudder-Gale Grocer Company controls. But his household is to him the center of peace and joy, and it is there, after all, that he is seen to the best advantage.

Goddard, George H., merchant and financier, was born January 16, 1831, at Macon, Georgia, son of James and Sophronia Frisbie (Marshall) Goddard. His father's family was one of the old families of Georgia, and its representatives were among the early settlers of Macon, in that State. His paternal grandfather was a Revolutionary soldier, and other members of the family were also participants in the struggle for independence. Mr Goddard spent the early years of his life in Macon, but in 1846, shortly after the death of his father, he removed to Charleston, South Carolina. There he completed a practical business education and began his business career in the merchandising establishment of the Bancrofts, who then did the largest wholesale and retail dry goods business in Charleston. Early in the year 1850 he removed to New York City, and for eight years thereafter represented the wholesale house of Wiley, Lane & Co., afterward Lane, Boyce & Co. In 1858 he settled in Camden, Arkansas, and was engaged in general merchandising at that place as junior member of the firm of McCollum & Goddard until the Civil War. During the war he served as quartermaster for General Albert Rust while he was in the trans-Mississippi department, and had charge of the quartermaster's office at Camden, Arkansas, for nearly two years, and after the war returned again to the business of merchandising. He came to St. Louis in 1874, and purchasing, first, the stock of Samuel McCartney & Co., and later the business of Bevis, Frazier & Co., engaged extensively in trade in this city. He disposed of these interests to the firm of Wood & Lee in 1878, and since then has given his attention mainly to financial affairs and banking interests. He became connected with the Manufacturers Bank, which he served officially for a time as vice-president, and later became cashier of the Valley National Bank. When that banking house was consolidated with the Laclede National Bank he became a member of the board of directors of the Laclede Bank, and he is also a stockholder and director in the Mississippi Valley Trust Company. He was one of the men who were instrumental in promoting the building of the

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Merchants' Bridge, and he has been a director of the corporation owning and controlling that great thoroughfare across the Mississippi River since it came into existence. For a period of nearly twenty-five years he has been conspicuous in the commercial and financial circles of St. Louis, commanding admiration for his ability and esteem for his good citizenship. Although now more than three-score years of age, he is one of those fortunate men upon whom the weight of years rests lightly, and is still actively engaged in the conduct of affairs. Politically he has always been identified with the Democratic party, and he is an Episcopalian churchman, a member of the Masonic order, and a Knight Templar. He married in 1860 Miss Virginia A. Hill, daughter of Colonel Tyra Hill, of Camden, who, prior to his removal to St. Louis in 1874, carried on the largest mercantile business in Southern Arkansas.

Green, James, manufacturer and capitalist, was born in Staffordshire, England, September 23, 1829, and came to this country in 1852, a capable and intelligent young man, with a good trade and abundance of energy and sagacity, and with capital enough to give him a good start in life. For several years after his coming to this country he worked in the Eastern States, taking charge at different times of several rolling mills and furnaces, which were then among the largest in the United States. In 1857 he came to St. Louis and took charge of the Laclede Rolling Mills, and for seventeen years thereafter he remained in the employ of the corporation conducting that enterprise. During that time he built the Belcher Sugar Refinery, projected by Charles Belcher and Judge Lackland; the furnaces at the Helmbacher Forge and Rolling Mills, and also the Bessemer Iron Works in East St. Louis; the Vulcan Steel Works, the Jupiter Furnaces in Carondelet, the Springfield Rolling Mills, of Springfield, Illinois, and many other kindred manufacturing plants. In 1865 he established, on his own account, in a comparatively small way, a plant for the manufacture of fire brick at Cheltenham, evidencing his good judgment and keen foresight in the inauguration of this enterprise. The excellent qualities of the clays at that place and the possibilities of development in this industry were apparent to him from the start, but somewhat limited means rendered it necessary for him to "make haste slowly" at the beginning. The plant grew steadily, however, yielding good returns, and in 1869 the business thus established was incorporated as the Laclede Fire Brick Manufacturing Company. Rapid development along various lines followed, and to-day these works are among the most celebrated of their kind in the world. Here are made all kinds of fire brick, gas retorts, blast furnace linings, culvert and sewer pipe, paving brick, and many other products, which find their way into all the markets of the United States and into foreign markets as well. Mr. Green is president of the corporation owning and controlling these works, and has been one of the creators of an industry which has contributed largely toward making St. Louis famous as a manufacturing center. Large fortune has come to him as a result of his manufacturing operations, and the spirit of enterprise which is one of his distinguishing characteristics has caused him to become identified officially and as an investor with many other corporations, among which may be mentioned the Greencastle Gas Company, of Greencastle, Indiana; the Helmbacher Forge and Rolling Mills Company; the Sedalia Electric Light and Power Company, of Sedalia, and the Moberly Gas and Electric Company, of Moberly, Missouri, of all of which corporations he is president; and the St. Louis and Suburban Electric Railway Company, the Mechanics Bank, and the Pittsburg Glass Company, in each of which he has been a director. Every business venture in which he has interested himself has profited by his sagacity, good judgment and executive ability, and he enjoys the distinction of having been uniformly successful in all his operations. So well established is this fact that others feel safe always in following his leadership in business affairs, and as a natural consequence he wields large influence in commercial and industrial circles. Delighting in travel, he has made frequent trips to the Old World, has traveled extensively throughout the United States, and spends much of his time with his family in Southern California. One of the purely public enterprises of St. Louis with which he has been officially identified and in which he has taken a deep interest is the St. Louis Fair, which he has helped to make the most famous institution of its kind in the country. Mr. Green has a family of four sons and one daughter, his children being named, re-

spectively, James, Thomas T., J. Leigh, Rumsey, and Mabel Green.

Green, Marian J., was born in the State of New York, January 25, 1851. Her father was Horace Weller, and her mother Lavinia (Rumsey) Weller. She was educated at Seneca Falls, New York, and while young came to St. Louis with her grandfather and uncles, Lewis and Moses Rumsey, for many years wealthy and leading citizens of St. Louis. She was married January 21, 1873, to James Green, a sketch of whose life precedes this. Mrs. Green has led an active, busy life, marked throughout by offices of kindness and charity to the poor, the needy and the struggling. To be helpless was a claim on her help, and to be friendless a claim on her assistance, and no work was too arduous and no denial of ease too great for her in ministering to the necessities of the destitute and despairing. Her labors have been without ostentation and display, and pursued with the quiet manner that avoids observation; but they have been fruitful in relief to the distressed, and hope and encouragement to the unfortunate and disheartened. The Bethel Mission, and the Memorial Home, of which she is vice-president, and the Martha Parsons Hospital, of which she is president, owe no small share of their success to her vigorous administration and support, and other similar institutions in the city have been recipients of her bounty. She is not easily discouraged by obstacles, in the prosecution of individual enterprises, or of humane work, and when she puts her hand to an undertaking worthy in itself and in its purposes, it is usually carried to success, through her unfaltering patience and perseverance. Though reserved of manner, she is fond of her friends and warmly esteemed by them in return, and, with her ample means and her cultivated tastes, is able to make her beautiful home the seat of elegant hospitality and the meeting ground for a delightful circle of cultured acquaintances. Her children are John Leigh, Mabel, and Rumsey Green.

Greene, John Priest, clergyman, was born in Scotland County, Missouri, in 1849. He comes of Baptist parentage. He received his academic education at the hands of Bartlett Anderson, and at Memphis Academy. He graduated from La Grange College, and in 1875 entered the Southern Baptist Theological Seminary, now located at Louisville, Kentucky. In 1879 he went to Germany where he spent fifteen months as a student in the University of Leipzig, after which he spent some time traveling in Europe. On his return to America he resumed the charge of the East Baptist Church, Louisville, Kentucky, of which he was pastor before going abroad. In 1882 he was called to the pastoral care of the Third Baptist Church, St. Louis. At that time the church was located at Fourteenth and Clark Avenue, and had a membership of 372. Shortly after taking charge of the church, steps were taken to secure a new site. The eligible location on Grand Avenue, at the head of Washington Boulevard was selected, and a property worth $120,000 was dedicated, free of debt, in December, 1885. In 1892 Dr. Greene was called to the presidency of William Jewell College, which position he accepted and entered upon the work there in September of that year.

Under his care the Third Baptist Church grew from 372 to a membership of 800, and became the first church in point of influence, numbers and prominence in the State. With the coming of Dr. Greene to St. Louis an era of Baptist prosperity was inaugurated. Very largely under his influence the Water Tower, Lafayette Park, First German, and Jefferson Avenue German Churches were put in good houses; the Missouri Baptist Sanitarium was made an established fact, and the orphans' home very materially aided. Referring to him at the time of leaving St. Louis, the Central Baptist says: "Few men have more universally won the esteem and love of the denomination than he."

Green, William C., physician, was born June 13, 1851, in Wilmington, North Carolina, son of James G. and Caroline (Cowan) Green, both of whom were natives of Wilmington. The family to which he belongs is one of the old families of the South, and he is a direct descendant, also, of the famous Sharpless family, of Pennsylvania, planted in America in colonial days, and now numerously represented throughout the country, its genealogy making a volume of more than a thousand pages. Dr. Green was educated in the schools of his native city, and came to St. Louis in 1874. Here he entered upon the study of medicine, and received his doctor's degree from St. Louis Medical College in 1883. Im-

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M. Greenwood Jr.

mediately afterward he began the practice of his profession in this city, and has since built up a large and exceedingly remunerative practice, and gained an enviable position among the medical practitioners of the city. He is a member of various medical societies, a close student of medical literature and a family physician of the type trusted as counselor and friend. Outside of his profession he has been known as a warm friend of popular education, and has served six years as a member of the City Board of Education of St. Louis, and has been vice-president also of the Board of Trustees of the Public School Library. He is an Episcopalian churchman, a Democrat in politics, and a member of the North St. Louis Turnverein, of the order of Odd Fellows, of the Legion of Honor, of the Knights of Honor and of the Royal Arcanum. Dr. Green married, in 1878, Miss Mellona J. Moulton, daughter of J. B. Moulton, a distinguished civil engineer of St. Louis, of whom extended mention is made elsewhere in these volumes. Four children, three daughters and one son, have been born of their union.

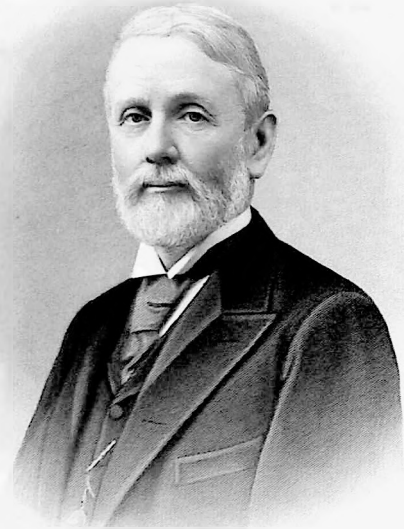
"Green Tree."—This was the name of a tavern on Second Street that was noted the country round. About 1830 the landlord was B. W. Ayres, a captain in the militia. It was a large frame building, with a swinging sign in front and a large yard in the rear for the wagons of the farmers who put up there. It was a great resort for the traders, farmers and drovers. Down to recent times there has been a "Green Tree" boarding house in that locality, but the original long since disappeared.

Greenwood, Moses, Jr., civil engineer and real estate operator, was born May 30, 1862, in New Orleans, Louisiana, son of Moses M. and Mary (Whittelsey) Greenwood. His father was for thirty years engaged in business as a member of the firm of Moses Greenwood & Son, cotton factors, of New Orleans. His mother was a native of New Haven, Connecticut, and his great-grandfather served with a Massachusetts regiment as a soldier of the Revolution. Reared in New Orleans, Moses Greenwood, Jr., was fitted for college at the University High School, of that city and then went to Roanoke College, of Virginia, from which institution he was graduated in 1881 with the degree of bachelor of science, and which also conferred on him the degree of master of arts. He had been driven from New Orleans by the epidemic of yellow fever, which visited that city in 1878, and, after his graduation from Roanoke College, he continued to reside at Salem, Virginia, seat of the college, until 1882, when he was appointed United States Assistant Civil Engineer, and assigned to duty on the Mississippi River Commission, with headquarters in St. Louis. Brought to this city through his connection with the government service, he has since continued to reside here and for a dozen years has occupied a conspicuous position among the younger business men of the city. After serving three years on the River Commission, he resigned his position in connection with that body, and, forming a partnership with Mr. Alfred Carr, became junior member of the real estate firm of Carr & Greenwood. In 1889 this partnership was dissolved, and he associated himself with his father, Moses M. Greenwood, under the firm name of Greenwood & Co. This firm has since conducted a general real estate business, and has occupied a prominent place among the firms engaged in that business, in St. Louis. A devout member of the Presbyterian Church, Mr. Greenwood has interested himself especially in the Sunday-school work of the church, and, in this connection, he has gained much more than local renown. He was a Sunday-school superintendent when he was but eighteen years of age, and his interest has never flagged in that splendid labor of love which seeks to bring the youth of the land under christianizing influences and to develop them into worthy and God-fearing men and women. During the years of 1892 and 1893, he was president of the St. Louis Sunday-school Union, and, acting in that capacity, was charged with the responsibility of arranging for the holding of the Seventh International Sunday-school Convention, and Second World's Sunday-school Convention, in St. Louis, in September of 1893. At that time thousands of delegates, who came from all parts of the world, met in the Exposition building, and one of the most noteworthy addresses delivered before the conventions was that on the subject of "House to House Visitation," by Mr. Greenwood. This modern method of promoting Sunday-school interests was conceived and perfected by him, and his audience listened with eager attention to the exposition of its workings, presented by the

author. Since 1891 he has been a member of the executive committee of the Missouri Sunday-school Association, and at this time, 1897, he is associate editor of the "International Evangel." For four years he was a deacon of Rev. Dr. James H. Brooks' church, and superintendent of the Sunday-school of that church during the same period. For seven years he has sustained the same relationships to the West Presbyterian Church, and for six years he has been an active member of the Board of Managers of the East End Industrial Church, known as the People's Central Church. In addition to his church and Sunday-school work, he has been active in promoting the welfare of charitable and philanthropic institutions generally, and his labors have covered a broad field of usefulness. In his college days he was a member of the "Sigma Chi" fraternity, and in later years he has been identified with fraternal organizations as a member of the Masonic order, the Royal Arcanum, the Legion of Honor, and the Sons of the Revolution. Politically he has affiliated with the Democratic party in contests involving national issues, and during the presidential campaign of 1896 was numbered among the Democrats of the old school, who supported the platform adopted and the candidates nominated at the Indianapolis Convention of that year. In 1884 he married Miss Margaret F. Woods, daughter of Robert K. Woods, of St. Louis, who was one of the founders of the Mercantile Library, of this city. The children born of their union have been Mary W., Annie Lou, Moses M. and Margaret Greenwood, of whom three are now living, their only son, Moses M. Greenwood, having died in 1892.

Graham, William Hamilton, well known in the banking circles of St. Louis for some years, was born in this city January 8, 1862, and died here March 25, 1898. His parents were John and Mary (Harshaw) Graham, who gave him the advantages of a good education at the public schools, and a course at a commercial college. After leaving school he was employed first in a dry goods house, but afterward learned the printers' trade, at which he worked until 1883. In that year he entered the employ of the Continental National Bank of St. Louis as a clerk, and by successive promotions held the positions of teller and assistant cashier at that institution. In 1894 he was made cashier of the National Bank of the Republic, and held that position until 1897, when the Bank of the Republic was consolidated with the Merchants-Laclede National Bank. After the consolidation Mr. Graham became assistant cashier of the Merchants-Laclede National Bank, and held that position until his death. He was much esteemed by the financiers of the city, and the patrons of the banks with whom he was brought into daily contact, and gave promise of becoming a banker of exceptional ability. September 10, 1894, he married Miss Ollie Huft, daughter of Christian F. Huft, a well known member of the bar of New Orleans, Louisiana. Mrs. Graham survives her husband, with two children, William Hamilton Graham, Jr., and Virginia Lee Graham.

Grant, Robert Bower, merchant and manufacturer, was born in Columbia, Missouri, March 30, 1848, son of Barton and Mary (Bower) Grant. In his early boyhood he attended the schools at Canton, Missouri, and completed his education in St. Louis. Quitting school at an early age, he was engaged in some small business ventures on his own account toward the close of the Civil War, and in 1866 entered the employ of Samuel McCarney & Co., wholesale grocers of St. Louis, as a shipping clerk. In 1867, two years before he attained his majority, he went to work for his father, who had established himself in the grocery business in St. Louis, as a traveling salesman, and quickly demonstrated that he had the ability to build up and retain trade. B. S. Grant & Co., the firm of which his father was the head, retired from business in 1870, but Robert B. Grant continued in the employ of Carney, Garrett & Co., successors of the old company, until the head of the firm withdrew and established himself in a new line of business. He then connected himself with the wholesale boot and shoe house of Carney, Storer & Co., and traveled in the interest of that establishment until 1874. In that year he formed a partnership with other gentlemen under the name of Phillips, Grant & Co., and purchasing the plant, which had formerly been operated by Appleton, Noyes & Co., began the manufacture of boots and shoes. For some time their business was carried on on Morgan Street, between Main and Second Streets, but later they removed to the corner of Eighth and St. Charles Streets, where they



Wm. H. Gregg

suffered a serious fire loss in 1876. Soon after this they entered into a contract with the managers of the State Prison, at Jeffersonville, Indiana, to utilize a considerable amount of prison labor in the manufacture of boots and shoes, and transferred their manufacturing operations to that city, still maintaining an office and salesroom in St. Louis. For five years thereafter Mr. Grant carried on a prosperous business under this arrangement, but, in 1882, his partner, Mr. Phillips, died, and their business was then merged into that of the Bryan-Brown Shoe Company. Mr. Grant retained an interest in, and was a director of, this company until 1884, when he became connected with the George F. Dittman Shoe Company. In 1891 he severed his relations with the last-named house, and, in company with Walter B. Ver Steeg, formed the Ver Steeg-Grant Shoe Company. He has since been president of this corporation, which has built up a wholesale trade aggregating more than a million dollars a year, and extending over a large area of territory tributary to St. Louis. Few of the wholesale merchants or manufacturers of St. Louis are personally known to so large a number of men engaged in trade throughout the West and Southwest as is Mr. Grant. His large experience as a traveling salesman brought him into contact with hundreds of tradesmen with whom he has since kept in touch, and his success has been due to a considerable extent to these pleasant and profitable relationships. He was one of the charter members of the Western Commercial Travelers' Association, and for eight or ten years he was a director of the association. He is identified with other fraternal and benevolent orders as a member of the Royal Arcanum and the Legion of Honor. His religious affiliations are with the Christian Church, and in politics he is a Democrat, although not actively interested in political affairs. He was married in 1879 to Miss Fannie B. White, of St. Louis, who is a daughter of Captain Thomas White, of the Anchor Line of steamers.

Gregg, William Henry, manufacturer, was born in Palmyra, New York, March 24, 1831. His father, John Gregg, having settled in that town, was married to Anne, daughter of William Wilcox, and granddaughter of Gideon Durfee, one of the first settlers of Palmyra, who had emigrated from Tiverton, Rhode Island. He is of Scotch ancestry, being descended from the Greggs of Aberdeenshire, the name there being spelled variously, Greg, Gregg, Greig, Grig, Griggs, Grag and Gragg. His original American ancestor was Captain James Gregg, who, in 1690 emigrated from Ayr, Scotland, to Londonderry, Ireland, and in 1718 to New Hampshire, being one of the sixteen heads of families who settled at and founded the town of Londonderry, New Hampshire. Major Samuel Gregg, of Peterboro, New Hampshire, his great-grandfather, was born in Londonderry, New Hampshire, served in the colonial army during a part of the French War, and took part in the Revolution as a major in the New Hampshire militia. His brother, Colonel William Gregg, was also an officer in the Continental army, and held an important command under General Stark at the battle of Bennington. Our subject first came to St. Louis in 1846, after one year returning to Palmyra. In 1849 he took up permanent residence in St. Louis, where he has since resided. He was a clerk for Warne & Merritt in the hardware, woodenware and house-furnishing business from 1850 until January 1, 1854, when he was made a partner, the firm becoming Warne, Merritt & Co. In 1856 he retired from that firm and became a member of the firm of Cuddy, Merritt & Co., owning and operating the Broadway foundry and machine shop, at that time one of the largest concerns of the kind in the country. In 1858 he retired from that firm and formed a copartnership with John S. Dunham in the steam bakery business, and later with Mr. Dunham and Mr. Charles McCauley, in the commission business, under the name of C. McCauley & Co., both firms being operated from the same office. In 1865 Mr. Gregg retired from business, and in 1867, with other parties, organized the Southern White Lead Company, of which he was elected president, holding the office until 1889, when the company was sold out to parties transferring it to the National Lead Company. The Southern White Lead Company was a very successful one, owning a factory in St. Louis and one in Chicago, and selling its product in every State and Territory in the Union. Since 1889 Mr. Gregg has been out of business, devoting himself to travel and social life. During his business career he was a director in the Mechanics' Bank, the Mound City Mutual Insurance Company, and a member of the boards

of arbitration and appeal in the Merchants' Exchange of St. Louis. He is a member of the Scotch-Irish Society, Sons of the Revolution, and Society of the Colonial Wars. In 1855 he was married to Orian Thompson, who is a descendant in the maternal line of the Lawrences of Groton, Massachusetts. They have five children.

Gregory, Charles Rush, was born in Hopkinsville, Kentucky, son of Charles and Sophia Pleasants (Hall) Gregory. His paternal great-grandfather, who planted the family tree in America, was born and grew to manhood in the Highlands of Scotland. Leaving there soon after the memorable battle of Culloden, in which the Highlanders, under Charles Edward, the young pretender, met a Waterloo defeat at the hands of the Royalists, under the Duke of Cumberland, this immigrant ancestor of the Gregorys made his way to France, and later sailed on the ship "Dolphin" from Rouen for Norfolk, Virginia, landing at the place last named in 1746. His son, Walter Gregory, enlisted in the Virginia line at the beginning of the Revolutionary War, and was with the American army under Washington at Valley Forge during the winter of 1778, which brought to that little band of patriots privations which they remembered to the end of their lives. Charles Gregory, son of Walter and father of Charles R. Gregory, was born, brought up and educated at Fredericksburg, Virginia. There, too, he married Sophia Pleasants Hall, who was a daughter of Dr. Elisha Hall, and whose mother was Carolina Carter, of the noted Virginia family of Carters. After practicing law some years in Virginia, Charles Gregory removed, with his family, to Hopkinsville, Kentucky, at which place he and his wife took charge of a female seminary. Some years later they removed to Boonville, Missouri, where they established and conducted for many years a noted educational institution. Many of their pupils are now to be found in active life in various parts of the West and no small number of them have achieved marked distinction. The present representative of the United States as Minister to Turkey, Honorable Alexander W. Terrell; the late Governor John S. Marmaduke, of Missouri; his brother, Colonel Vincent Marmaduke, and the noted banker, Leonidas M. Lawson, of New York City, were among the pupils of Charles Gregory at the Boonville school.

Charles R. Gregory received very careful educational training at the hands of his parents, in early life, and, when fourteen years of age, entered the wholesale dry goods house of Tevis, Scott & Tevis, of St. Louis, as a clerk. Three years later, and when he was only seventeen years of age, he was charged with the responsibility of representing the trade interests of this house in a traveling capacity throughout the Missouri River Valley. After remaining with Tevis, Scott & Tevis two years longer, he became connected with the wholesale dry goods house of Doan, King & Company, of St. Louis, and represented that house in the territory over which he had previously traveled until the beginning of the Civil War, when the firm retired from business. While traveling as the representative of these St. Louis commercial establishments, it was Mr. Gregory's custom to make semi-annual trips throughout the State of Missouri, not for the purpose of selling goods by sample, as do the traveling salesmen of the present day, but for the purpose of settling accounts, making collections, and forming the acquaintance of the country merchants, with a view to obtaining their patronage when they made their trips to St. Louis, in the spring and fall of each year. The knowledge which he gained of trade conditions throughout the territory tributary to St. Louis and the acquaintances formed while traveling through this region were of great benefit to him at a later date, and helped lay the foundation of his successful merchandising operations in later years. After the retirement from business of Doan, King & Company, his principal business for a time was purchasing the depreciated notes of suspended Missouri banks. Later, he went to New York City, and had a brief experience on Wall Street. In 1864 he returned to St. Louis and connected himself with Henry T. Simon, who had been a fellow-employe with the firm of Tevis, Scott & Tevis. Mr. Simon had established himself in the wholesale notion business, and soon after Mr. Gregory joined him in a business partnership, they added dry goods to their stock in trade. This house soon became one of the best known wholesale dry goods and notion houses in the West, and in later years, the annual volume of its business approximated $3,500,000. Under the name of H. T. Simon-Gregory Dry Goods Company it continued in business until December 1, 1896, when the owners of the estab-

lishment retired from business with handsome fortunes, accumulated as the result of their enterprise and sagacity. Since that time Mr. Gregory has lived in quiet retirement, enjoying the fruits of well-directed effort in the field of commercial activity. While he has never sought official preferment of any kind, he has always taken a warm interest in politics and public affairs, and in 1896 sat as one of the Missouri delegates in the National Democratic Convention which met in Chicago and nominated William J. Bryan for President.

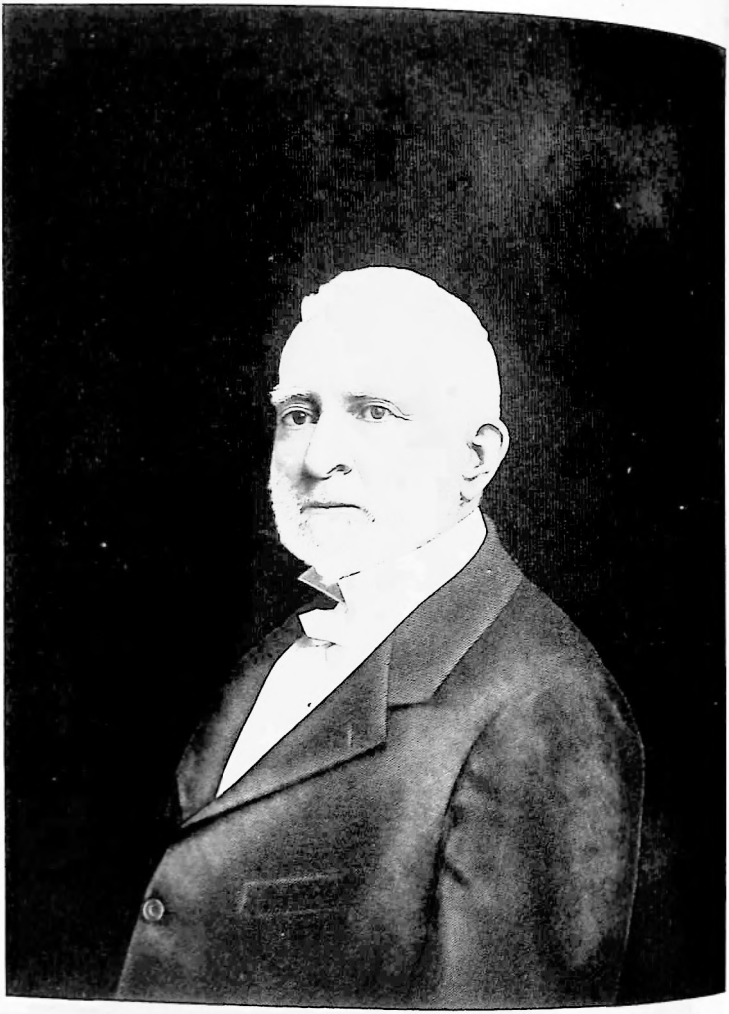
Gregory, Elisha Hall, physician, was born in Logan County, Kentucky, on the 10th of September, 1824, the son of Charles Gregory and Sophia Pleasants (Hall) Gregory, both natives of Fredericksburg, Virginia, who emigrated to Kentucky in 1820, and to Missouri in 1833, locating in the latter State at Boonville, at which place Dr. Gregory grew up, gained his education and finally studied medicine with Dr. F. W. C. Thomas, a man for whom Dr. Gregory expresses the highest esteem, considering him possessed of much culture and general ability. His first opportunities for observation, experience and practice in medicine were had in April, 1844, while living with the family of John Jameson, in Morgan County, Missouri, of whom the doctor speaks as having been a most excellent man, a plain farmer, and says that his memory is deeply impressed with the simplicity and uprightness, in general, of the family, long since dissolved, for, having returned to the spot after forty years of absence, he found them all gone. Dr. Gregory came to St. Louis in 1848 and began practice here in 1849, and has been engaged entirely in the work of medicine ever since, as practitioner and teacher. His coming to St. Louis was a wise move on his part, the field being especially adapted to him and giving him the necessary stimulus to develop his great abilities. Almost from the beginning, he took first place as a member of the medical profession of St. Louis and as a citizen. He had the sterling, honest, earnest, conscientious qualities which win places for men. As a practitioner of medicine and surgery he has been eminently successful, and as a teacher of anatomy and surgery for close on to fifty years no one has surpassed him. It was the pleasure of the writer to be one of his pupils, and he never had the satisfaction of listening to more impressive lectures, or of facing a teacher whose every element was more successful in imparting knowledge. Indeed, as a teacher, earnestness and honesty of purpose, and a desire to teach the right thing in a manner to impress the pupil with proper knowledge and an appreciation of his obligations, seemed to be the controlling thought in his mind. As an evidence of his general culture and eminence as a citizen and physician, the St. Louis University some years ago honored him with the degree of LL. D., a great honor worthily bestowed. After having achieved the greatest eminence in his profession and in the community of his own city and State; having received general public and professional recognition; and having served as member of the Board of Health of the city of St. Louis, president of the State Board of Health of Missouri; twice president of the St. Louis Medical Society, and as president of the State Medical Association of Missouri, he was, in 1886, elected president of the American Medical Association. For well on to half a century he served as a professor of surgery and anatomy in the St. Louis Medical College, which was formerly the medical department of St. Louis University, and later the medical department of Washington University. Dr. Gregory, in private conversation, expressed his true sentiments when he said: "My greatest pride is that all the honors which I have held have been bestowed upon me by my profession." He was married on the 15th of April, 1845, to Miss Jael Smallwood, of a Maryland family, a native of Cooper County, Missouri. Mrs. Gregory had good understanding, sterling character, and, withal, a happy disposition, a helpmeet, indeed. Twelve children were born to Dr. and Mrs. Gregory, of whom the following are living: Margaret Gregory Ostermoor, Sophia Gregory Humes, Alexis Gregory, Cornelia Douglas Gregory, Elisha Hall Gregory, Jr., Maria Carter Gregory, and Stella Gregory Lindsay. Charles Russell Gregory, Mary Byrd Gregory, Howard Gregory, Eliza Hall Gregory, and Mary Alicia Gregory are dead.

Greiner, Otto, physician, was born December 14, 1841, in Germany, and died in St. Louis November 8, 1887. After completing his academic studies he turned his attention to the study of medicine, and in the course of his preparation was a student at some of the

most famous medical colleges of Germany, among them being noted institutions at Heidelberg, Leipzig, Vienna and Berlin. After receiving his doctor's degree he practiced for a time in Leipzig, Germany, and then coming to the United States, established himself in St. Louis. His scholarly attainments and broad knowledge of medical science soon gained for him the high favor of his professional brethren of this city and a large share of popular patronage. While he was nominally in general practice, he gave special attention to surgery and achieved great distinction through his skill as an operator. During the years of his active practice he was called into frequent consultations with leading physicians of the city, and was recognized as one of the ablest practitioners and one of the most progressive and advanced thinkers among the members of his profession in St. Louis.

Grenner, Henry Clay, Collector of Internal Revenue for the First District of Missouri, was born in 1852, in Philadelphia, Pennsylvania, son of John L. and Mary Grenner. After completing his education at New York College, of New York City, from which institution he was graduated, he engaged in the business of printing and publishing in New York, when he was nineteen years of age. In 1877 he left New York for the oil regions of Pennsylvania, and soon afterward became part owner of the Titusville (Pennsylvania) Daily and Weekly Herald. The oil interests of this region were then at the flood tide of their prosperity, and during the year 1880 Mr. Grenner entered that business and developed many new oil fields. Keen foresight and good judgment enabled him to operate successfully in this field, and after opening a number of valuable wells, he engaged also, in 1882, in the business of refining petroleum. He mastered all the details of producing and refining oils and having a thorough understanding of the business, he became an important factor in the early fight made against the Standard Oil Company, in Pennsylvania. He was one of the prime movers in organizing a company which built an independent pipe line from the Pennsylvania oil regions, and he also built the international oil works at Titusville, and was president of the company which operated that plant. This was one of the independent refineries and owned its own wells, piped and refined its own oil, and was owner also of the railway cars which carried its products to the market. In 1886 Mr. Grenner came to St. Louis for the purpose of developing the independent oil trade throughout the West and Southwest and in pursuance of the plan which he had formulated, he built the International Oil Works in this city. He became president of the corporation owning this plant and through his resistless energy and aggressiveness, the International Oil Works have been wonderfully successful, and are to-day a potent factor in controlling the oil trade of the West. In politics Mr. Grenner has displayed the same restless activity that he has exhibited in his business enterprises, and, before he had been long in St. Louis he had become well known and prominent in political circles. He has always been a zealous Republican, and at different times has contributed much to the success of his party. In recognition, both of his party fidelity and his eminent fitness for an office which should be filled by the best type of business man, President McKinley appointed him United States Collector of Internal Revenue for the First District of Missouri, and he entered upon the discharge of his duties in this connection in February of 1898. As a Federal official he has justified the expectations of his warmest friends, in looking after the interests of the government during a period in which the duties and responsibilities of collectors of revenue have been vastly increased as a result of the war revenue law of 1898. The delicate and difficult task of putting the machinery of the new law into operation in one of the largest revenue producing districts of the United States has been performed by him in such a way as to reduce the friction incident thereto to the minimum, and his administration has received the unqualified commendation of the general public. Mr. Grenner is one of the most prominent members of the Masonic order in Missouri, and he is also a member of the order of Odd Fellows and the order of Knights of Pythias. He married, in 1875, Miss Gussie L. Seabury, of New York City.

Grier, David Perkins, distinguished both as soldier and civilian, was born in Danville, Pennsylvania, December 26, 1836, and died in St. Louis April 21, 1891. He was the son of John C. and Elizabeth (Perkins) Grier and his father was, for many years, a prominent grain merchant of Illinois. He belonged



E. H. Gregory

to a family which has had numerous distinguished representatives in public life, prominent among them being Robert Cooper Grier, a Justice of the United States Supreme Court from 1846 to 1869, and William Nicholson Grier, who achieved distinction in the Mexican War, both of whom were his uncles. David Perkins Grier was educated in the schools of Pennsylvania, and, when fifteen years of age removed, with his parents to Peoria, Illinois, where he became associated later with his father and brothers in the grain trade. At the beginning of the Civil War he was living at Elmwood, Illinois, and when the firing on Fort Sumter aroused Northern patriots to action, he quickly organized a company, composed of his neighbors and friends, and tendered its services to Governor Yates, of Illinois The State of Illinois had, however, before this mustered its full quota of troops, and the services of Captain Grier's company were declined. Determined not to be balked in his endeavor to contribute something to the defense of the Union, he brought his company to St. Louis, and promptly tendered it to the provisional Union government of this State. Its services were accepted and in June, 1861, it was mustered into the Eighth Missouri Volunteer Infantry, as Company G of that regiment. As captain of this company General Grier participated in the campaigns against Forts Henry and Donelson, and the battles of Shiloh and Corinth. In August of 1862, Illinois reclaimed the gallant soldier, and, calling him to Springfield, Governor Yates commissioned him Colonel of the Seventy-seventh Illinois Volunteer Infantry. As Colonel of this regiment he served faithfully, and with conspicuous gallantry throughout the entire Vicksburg campaign, during a portion of which he was acting commander of a brigade. In November of 1863 he was assigned to the command of the Second Brigade of the Fourth Division of the Thirteenth Army Corps, and in August of 1864, was placed in command of all the land forces on Dauphin Island, Alabama, under Major-General Granger. After the capture of Fort Gaines all the troops on the island, excepting those of the Seventy-seventh Illinois Regiment, crossed over to the peninsula and laid siege to Fort Morgan, General Grier being detached from his regiment temporarily to take command of the expedition, and remaining in command of all the land forces until the end of the siege, and the capture of the fort. In March of 1865 he was commissioned Brigadier-General of Volunteers, and assigned to the command of the First Brigade of the Third Division of the Thirteenth Army Corps, under General Canby, which he commanded in the campaign around and against Mobile. Subsequently he was assigned to the command of the Third Division of the Thirteenth Army Corps, and retained that command until mustered out of the service, July 10, 1865. At the close of the war he returned to civil pursuits, becoming a member of the firm of Grier Brothers, which had grain depots in several cities. The firm established the Union Elevator in East St. Louis and General Grier took charge of the business at that point in 1879. At a later date he established his home in St. Louis, and formed the Grier Commission Company, which was later succeeded by the D. P. Grier Grain Company.

Griffin, John Slattery, was born in County Clare, Ireland, October 11, 1843, son of Thomas and Elizabeth Griffin, the first named of whom died at the age of ninety-seven years, and the last named of whom was still living in 1899 at the old homestead on the banks of the River Shannon. Mr. Griffin received a fair education in what was called the public national schools of his native country. In 1863, when he was twenty years of age, he came to this country, and in June of that year established his home in St. Louis. This city has since been his home, and, as he has been for more than twenty-five years prominently connected with the Mercantile Agency of R. G. Dun & Co., there are few men better known in St. Louis than is he. In 1879 the propriety of erecting a monument to General Frank P. Blair was discussed by the press and public of St. Louis, and Mr. Griffin, taking a lively interest in the project, and being the first to subscribe to the monument fund, was made secretary of the association. He served in that capacity gratuitously until May 21, 1885, when the statue of General Blair was unveiled in Forest Park. As a token of their appreciation of the valuable services which he rendered in this connection, the board of directors of the Monument Association presented Mr. Griffin a gold medal of beauty and value, which is one of his cherished possessions. When the piteous cry of

famine in Ireland was heard throughout the world, in 1879, Mr. Griffin was the first man in St. Louis to enlist the practical sympathy of the people of this city in the project of sending relief to the starving and oppressed poor of his native land. Through his efforts the sum of twenty thousand dollars and a shipload of flour was sent to Ireland, a magnificent gift from the great city of the Southwest. In politics John S. Griffin is an independent Republican, voting the ticket of that party in national and other contests where real political issues are involved, but in local elections voting for those best fitted to nll the offices for which they stand as candidates. While he has taken a keen interest, and, at times, an active part in public affairs, he has never entered politics as an office-seeker. A frequent contributor to the press, he wields a trenchant pen, his style being always aggressive, but never personal. Having a well selected library, he spends most of his leisure hours with his books, which he regards as among his best friends. He is now president of the Griffin Realty Company, a corporation which does a profitable business in real estate, and has among its clients many prominent capitalists and real estate owners. He married Miss Elizabeth Guinon, an estimable lady, and lives in a pleasant home in that favored residence portion of St. Louis known as the "West End." Although of foreign birth, John S. Griffin is a typical American in sentiment and action, and an enterprising and public-spirited citizen of St. Louis.

Grimm, J. Hugo, lawyer, was born January 17, 1864, in St. Louis. His father was Captain Valentine Grimm, an early German resident of St. Louis, known for many years as one of its most distinguished German-American citizens. At the beginning of the Civil War Captain Grimm enlisted in the Union army, becoming a member of the First Regiment of Missouri Volunteers. He served with distinction in that great struggle, and, after the war, became prominent in politics, being known throughout Missouri and other States, as well, as a popular and effective campaign orator. J. Hugo Grimm was reared in St. Louis, and educated in the public schools, graduating from the old Central High School as one of the class orators in 1883. Immediately afterward he began the study of law under the preceptorship of Honorable Henry Hitchcock, one of the most distinguished members of the Western bar, and in 1884 entered the law department of Washington University. In 1886 he was graduated from that institution with the degree of bachelor of laws, standing at the head of his class, and receiving the faculty prize for the best thesis. He began practice in connection with the law firm of Hitchcock, Madill & Finkelnburg, remaining with those able lawyers until their partnership was dissolved. The excellent practical training which he received while associated with this firm, and the natural endowments of patience, perseverance, aggressiveness and intense earnestness gave him prominence at the bar while still a young man, and in the continuance of his practice alone since 1890 he has steadily grown into popular favor and in the esteem of his contemporaries at the bar. He has been identified with much important litigation, in some of which he has ably sustained his contentions up to the courts of last resort. He is known as a logical thinker, a careful reasoner, and a lawyer of superior attainments in all branches of practice. Shortly after his admission to the bar he wrote an essay on "Insanity as a Defense to the Charge of Crime," which he submitted to the Medico-Legal Society of New York, with the result that he was awarded second prize for his effort, in competition with writers on this subject representing all parts of the country. He also received the degree of bachelor of physics from St. Louis University. Well known in South Side social circles, Mr. Grimm has been for many years a member of the board of directors of the Liederkranz Society, and he was also first Judge Advocate General of the Missouri Division of the Order of Sons of Veterans. Politically Mr. Grimm is identified with the Republican party, but has been too much absorbed in professional duties to seek political honors. He married, in 1891, Miss Sophie Gruen, of St. Louis, and has four sons.

Grimsley, Thornton, pioneer merchant and manufacturer, was born in Bourbon County, Kentucky, August 20, 1798, and died in St. Louis, December 22, 1861. When he was ten years old he was apprenticed to the saddler's trade, and in 1816, at the end of a long term of service, he was sent to St. Louis in charge of a stock of saddlery goods. In 1822 he opened a store of his own in this city

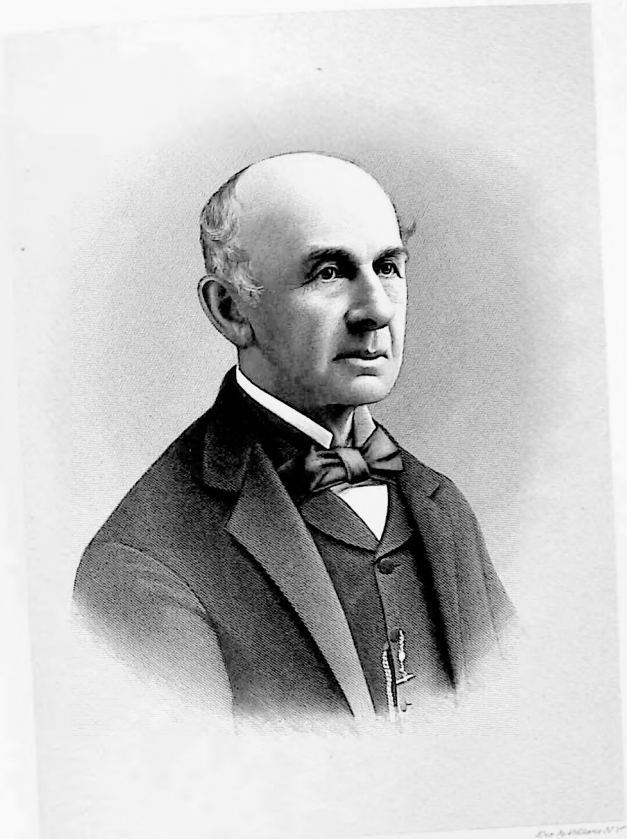
and afterward became famous in the saddlery trade. He invented and patented the military or dragoon saddle, which was universally approved by the officers of the United States army, and did more work for the government at his manufactory than was done at that time at any other factory in the country. Although he had only limited educational advantages in his youth, he became a man of broad intelligence, and took a prominent part in public affairs in St. Louis. He was elected to the Missouri Legislature in 1828, and proved a useful member of that body, serving at different times in both branches. In 1839 he received the Whig nomination for Congress, but as his party was largely in the minority he was defeated. He was a prominent member of the Masonic order, and served as grand treasurer of the Grand Lodge of Missouri. For forty years he cultivated and promoted the military taste and spirit in St. Louis and at different times he commanded various military organizations. In 1846 he recruited a regiment for service in the Mexican War, but as a sufficient number of troops had already been raised, his regiment was not mustered into the United States service. He married Miss Susan Stark, of Bourbon County, Kentucky, and at his death left two daughters. Mrs. Henry T. Blow and Mrs. George Stansbury, and one son, John Grimsley.

Grissom, Daniel M., was born at Owensboro, Kentucky. His father was Alfred Grissom, a respectable tailor, and afterward farmer, with a family of ten children. He received a good education in a large school kept by George Scarborough, from Connecticut, and at Cumberland University, at Lebanon, Tennessee, and, after teaching school for two years, came to St. Louis in 1853, and was employed as a writer on the "Evening News." He remained on that paper until 1863, when he became editor of the "Union," a morning paper, which was afterward changed into the "Dispatch," an evening paper. His connection with this paper continued until 1868, and in 1869 Mr. Grissom was offered a position on the editorial staff of the "Missouri Republican" by Colonel William Hyde, then its managing editor. He remained on the "Republican" in this position until 1888, when he retired from active newspaper writing.

Griswold, Joseph L., was born in Kentucky in the year 1843, and is the son of William D. Griswold, the distinguished lawyer and financier, of whom extended mention is made in the following sketch, in which sketch will also be found the facts of chief interest in the history of the Griswold family. Mr. Griswold's mother was Maria Lancaster before her marriage, and came of an old Virginia family. Mr. Griswold was reared in Terre Haute, Indiana, and after attending the schools in that city was sent to Williston Seminary, of East Hampton, Massachusetts, from which institution he was graduated in the class of 1861. When he left college his father was president of the St. Louis, Alton & Terre Haute Railroad Company, now a part of the "Big Four" system, and he at once became connected with the railway service as an employe of that company. He soon developed into a capable railroad man, and when his father became president of the Ohio & Mississippi Railroad Company, the son was made paymaster for that company. He held that position until his merits earned promotion, and was then appointed superintendent of the Western Division of the Ohio & Mississippi railroad, extending from Vincennes, Indiana, to East St. Louis. He filled this position so well and inaugurated so many reforms that he was elected by the board of directors general superintendent of the entire line, a position which he held for four years. When he took the superintendency of the road, its gauge was six feet wide, and it was soon afterward determined to change this to a standard gauge. This work was done in 1871, under the supervision of Joseph L. Griswold, and was accomplished without the suspension of traffic for a single day. This was deemed, at the time, a remarkable feat, and Mr. Griswold received the commendation of railroad men generally for the wonderful executive ability he displayed in shifting the track along the entire line, a distance of three hundred and forty miles, in the short time of eight hours. Retiring later from the railway service, he associated himself with H. S. Clement and Charles Scudder, and leased the Lindell Hotel, which, after being refitted and refurnished, was thrown open to the public in 1874. In 1881 he sold his interest in this hotel, and became the owner of the Laclede Hotel property, including the real estate connected therewith. He has since been the owner and manager of

this hotel, and has become even more widely known as a boniface than he had previously been as a railroad man. He has been connected also with other enterprises of consequence to St. Louis, and is known as one of the leading business men and property owners of the city. He served, at one time, as a State Fish Commissioner, but, with this exception, has held no public office. In 1875 he married Miss Emily W. Adae, of Cincinnati. Their only child is a daughter, Miss Nellie Griswold.

Griswold, William Dickinson, eminent both as a lawyer and financier, was born in the town of Benson, Vermont, November 6, 1815, and died in St. Louis March 30, 1896. He was a direct descendant in the seventh generation of Edward Griswold, whose son, Francis, was the original proprietor of Norwich, Connecticut, of which town he was long the chief citizen, and which he represented in the general court of Connecticut for ten years. Edward Griswold, the founder of this branch of the family in America, and Matthew Griswold, his brother, came to this country from England in 1639, leaving Thomas Griswold, a younger brother, in charge of the English homestead, known as Malvern Hall, situated in Kenilworth, Warwickshire. The two brothers who thus turned their backs on their ancestral home settled first in America at Windsor, Connecticut. From there Edward removed to and founded Norwich, while Matthew removed to Seabrook, at the mouth of the Connecticut River, and later founded, on the opposite side of the river, the town of Lyme, which he named after a family seat in England. Matthew Griswold was a colonist distinguished both for his ability and sturdiness of character, and held many offices of trust, he having been one of the earliest Governors of Connecticut. Francis Griswold, one of the sons of Edward Griswold, the founder of Norwich, was the great-grandfather of Isaac Griswold, who was born in 1735, and in 1760 married Abagail Latham, a lineal descendant of John Alden and Priscilla Mullens. The son of this Isaac Griswold—who was also named Isaac, who was born in 1779—was the father of William D. Griswold. The second Isaac Griswold was the only son in a family of nine children. Like many of the New England youth of that period, he was exceedingly anxious as a boy to lead a seafaring life, and to remove him from temptation and wean him away from the sea his father removed from Norwich, the old home of the family, to Vermont, settling in Benson in 1803. There the elder Isaac Griswold entered land and became an extensive farmer, rearing his large family of children, all his daughters, save one who died in infancy, marrying men of probity and influence in that community. His son, Isaac, the seventh of his children, developed into a man of influence and ability, and was known all his life as a leader of the men with whom he was brought into contact and among whom he lived. His first wife, who before her marriage was Naomi Barker, died in early life, leaving him five sons. Afterward he married Hulda Dickinson, who also bore him five children, the eldest of whom was William Dickinson Griswold, named after his mother's brother, who went as a young man to Tennessee and died at Murfreesboro. William D. Griswold grew up on a farm, and in his boyhood attended the village school at Benson. His ambition to obtain a finished education caused his father to place him under the tutorage of his nephew, Richard Smith, a scholarly and accomplished gentleman, who had just graduated from Yale College at Sharon, Connecticut. After studying for some time under this instructor he took an academic course at Castleton, Vermont, where he was fitted for college by the late Rev. Dr. Post, of St. Louis. Entering Middlebury College, of Middlebury, Vermont, in 1832, he then completed a classical and scientific course of study at that institution and was graduated in the class of 1836. Upon his return to his father's home he desired to go to Canada for the purpose of mingling with the French people of that country and improving his knowledge of the French language, but his father did not approve of his plans, and the result was that he went to Virginia instead, accepting a position as tutor in the family of Major Eliason, of the United States Army, who was then stationed at Fortress Monroe. His disposition was, however, a trifle adventurous, and at the end of six months he found himself dissatisfied with the quiet life of teacher in a private family, and, resigning his position, he went to Washington, D. C. There he met some interesting men from the West, with whom he formed life-long friendships, and who easily convinced him that he would find in the Western States a field in which his tal-



Sincerely Yours
W. D. Griswold

ents would be appreciated and his energy and ability amply rewarded. In descending the Ohio River on his way to this "land of promise," he became acquainted with a Mr. Merrill, of Indianapolis, a native of Vermont, who was at that time one of the leading merchants of Indianapolis and president also of the Indiana State Bank. Accompanying Mr. Merrill to his home, he entered in Indianapolis the law office of Honorable W. J. Brown, then a member of Congress from Indiana and the father of Admiral George Brown, recently retired from the United States Navy. After studying law for nearly a year under this preceptorship he concluded to go further West, and started on foot for the southwestern part of Indiana. On his way through what was then practically an unbroken wilderness he had some amusing and also some thrilling and trying experiences. He kept on, however, with undaunted courage and determination until he reached the little town of Terre Haute, weary and footsore and anxious to bring his journey to an end. Pleased with the aspect of the place, he decided that his wanderings should end there and that Terre Haute should become his home. Turning his educational attainments to account he at once announced that he proposed to open a school there, rented a room for that purpose, and the following Monday morning found twelve prepossessing boys waiting to be instructed by him. Some of these boys were afterward among the leading men of Indiana, and all loved and respected him to the ends of their lives, the teacher surviving all his pupils. After teaching six months, during which time he continued his law studies, he abandoned the school-room and opened a law office. From that time forward, as lawyer, railroad official and business man, he was eminently successful in all his undertakings. He was senior member of the noted old-time law firm of Griswold & Usher, in its day one of the most famous law firms in the West. While in active practice at the bar he tried many cases with Abraham Lincoln and Judge David Davis, of Illinois, both of whom were his warm personal friends as long as they lived. When the era of active railroad building began in the West Mr. Griswold became at once identified with these enterprises. He was first interested in the building of the Evansville & Crawford Railroad, extending from Evansville to Terre Haute, and after the completion of this line he operated and managed it for several years. About this time he was nominated for judge of the Supreme Court of Indiana by the Whig party, of which he was a member, and, although he was defeated by reason of the fact that Indiana was then a strongly Democratic State, his personal popularity was evidenced in his running several thousand votes ahead of his ticket. In 1859 he was made president of what was then the Terre Haute, Alton & St. Louis Railroad Company, operating the line which is now a part of the Big Four system. In 1864 he became president and general manager of the Ohio & Mississippi Railroad Company, and during his administration of the affairs of the corporation built the portion of its line extending from North Vernon, Indiana, to Louisville, Kentucky. His management of that road was eminently successful, and much might be written of his important services in that connection. During the years of his connection with railway enterprises he was compelled to spend much of his time in St. Louis and Cincinnati, although Terre Haute had continued to be his home. As a result of his business relations to St. Louis he had become largely interested in real estate in this city and East St. Louis. A tract of land now comprising a portion of Forest Park, and that beautiful residence part of the city, Westmoreland Place and Portland Place, was also a portion of his judicious investments; and when in 1871 he retired from active railroad management he established his home here. His son, Joseph L. Griswold, continued to be identified with the Ohio & Mississippi Railroad for several years thereafter as general superintendent, and it was while the younger Griswold was acting in that capacity that the line was changed from the broad to the standard gauge, the work being accomplished between a Saturday night and the following Monday morning. As a resident of St. Louis William D. Griswold continued to be for many years a conspicuous figure in business circles. He was one of the organizers of the St. Louis Transfer Company, for more than a quarter of a century a member of its board of directors, and for a time president of the corporation, trusted and honored by all his associates. He was in all respects a most capable and sagacious man of affairs, and his judicious operations and wise investments resulted in his accumulation of a handsome fortune. Personally he was in all respects a lov-

able and attractive man. His disposition was gentle and his manner retiring, but his mind was a storehouse of wisdom, and those brought into intimate relationship with him knew him as a most entertaining conversationalist and a charmingly companionable man. He was an omnivorous reader, and his reading covered a wide range of literature, including the classics, history, travels, philosophy and science. An independent thinker, he was conscientious in all things, a friend of the poor and needy, and the friend and helper also of many a young man who was started on a successful career through his aid and encouragement. In politics he was an old-school Whig until that party ceased to exist. He then became a member of the Republican party, and during the Civil War was an ardent patriot, supporting the Union with all the influences at his command. When the war ended and the Southern people accepted the results in good faith, he favored restoring to them all the rights of citizenship and opposed the vindictive course pursued by many of the leaders of the Republican party. As a consequence of this feeling on his part he became a member of the Democratic party, and continued to further its interests, from honest convictions, to the end of his life. He was reared under Congregational Church influences, his mother having been a devout member of that church. Doubtless this early training materially influenced his later life, although he never connected himself with any church organization. A superior woman, of fine intellectual attainments and great strength of character, his mother had a quiet dignity and a sweet and gentle graciousness which left its impress upon the character of all her children, and in his later life William D. Griswold had a profound reverence for sacred things, and his religion was of that practical kind which makes the golden rule the law of life. He married in 1842 Miss Maria Mosby Lancaster, daughter of Honorable Raphael Lancaster, of Taylorsville, Kentucky, who survives her husband and still resides in St. Louis. Her father was one of the noted men of Kentucky in his day, his home being noted for its generous hospitality and the cultivated society of which it was a center. Mrs. Griswold's grandfather, John Lancaster, emigrated to Kentucky from St. Charles County, Maryland, in 1786. The family came from England to America at about the same time as Lord Baltimore, and were connected with some of the most prominent families of the Maryland colony, Charles Carroll, of Carrollton; John Carroll, the first Catholic archbishop in the United States, and Chief Justice Taney, of the United States Supreme Court, being among their distinguished kinsmen. Mrs. Griswold's mother was Caroline Carter, and her maternal grandfather was Charles Carter, who belonged to the famous Carter family of Virginia, and emigrated to Kentucky in 1798. Mrs. Lancaster, the mother of Mrs. Griswold, was in her day a conspicuous figure in the social circles of Kentucky, a refined gentlewoman, greatly beloved by her associates and friends. Previous to his marriage Mr. Griswold had prepared a home in Terre Haute, and for thirty years thereafter he had one of the most charming and delightful homes in that city. The children born to Mr. and Mrs. Griswold were Joseph L., Laura and Carrie Griswold. Carrie, the youngest of the children, died at six years of age. Joseph L. and Laura Griswold—now Mrs. Huntington Smith—survive their father, and both are worthy and much esteemed residents of St. Louis. Mrs. Smith is especially noted for her superior musical attainments, and her home has been the scene of many charming musicales and kindred social functions. Mr. Griswold died at the age of eighty years, and his remains rest at Terre Haute beside those of his daughter, and among those of the staunch and ever-faithful friends of his early life.

Grocery Trade.—St. Louis has enjoyed a large grocery trade from the time when it began to have a trade at all. In the early part of the century New Orleans was the source of supply for sugar and rice for the whole West, because the plantations of Louisiana produced all of the limited quantities needed in the thinly settled States of the Mississippi Valley, and all the coffee used in the West was imported at New Orleans also, and the easy water connection between the two cities gave to St. Louis marked advantages as a distributing point for all sorts of merchandise and commodities sent out from the Southern city. And even after that change in the current of commerce which followed the building of railroads between the Atlantic seaboard and the Mississippi River, and forced St. Louis merchants to import their supplies through and from the Eastern cities, instead of New

Orleans, they managed not only to retain their original trade with the West, but to enlarge and extend it until St. Louis came to be recognized as a larger grocery market than even New Orleans had been in its palmy days. Indeed, it stands as one of the largest distributing points for groceries in the country. The trade employs heavy amounts of capital, and the vast size and massive appearance of the St. Louis wholesale grocery establishments bear witness to the uniform prosperity of the business. These establishments continue to take a very large part of the Louisiana sugar, molasses and rice crops, while they are at the same time receiving much larger quantities of these staple commodities from the East and importing no inconsiderable quantities from abroad. The sugar and coffee trades usually go together, and one of the means by which St. Louis has managed to retain and enlarge its grocery business in the West is the roasting of green coffee and grinding it and putting it in special packages. In 1887 there were a dozen large establishments engaged in this manipulation and preparation of coffee, and their brands had won popular confidence and were being introduced throughout the West and South. The receipts of sugar, coffee and rice at St. Louis through a series of years exhibit the steady growth of the trade. In 1865 the receipts of sugar were 17,889 hogsheads, 8,189 barrels and 29,410 boxes, and the shipments were 1,852 hogsheads and 53,069 barrels. In 1875 the receipts were 36,389 hogsheads, 51,680 barrels, 40,690 boxes, and 8,031 bags, and the shipments were 7,424 hogsheads, 252,770 barrels and 41,458 bags. In 1885 the receipts were 12,172 hogsheads, 297,397 barrels, 100 boxes and 1,614 bags, and the shipments 1,621 hogsheads, 217,678 barrels and 2,524 bags. In 1896 the receipts were 1,208 hogsheads, 448,105 barrels and 253,919 bags, and the shipments 856 hogsheads, 293,759 barrels and 223,217 bags. The receipts of coffee in 1865 were 60,106 bags; shipments 56,063 bags. In 1875 the receipts were 166,914 bags; shipments 202,192 bags. In 1885 the receipts were 272,119 bags; shipments 199,196 packages. In 1896 the receipts were 403,388 bags; shipments 262,565 packages. The receipts of rice in 1865 were 2,035 barrels and sacks, and no shipments. In 1875 the receipts were 17,991 sacks and barrels; shipments 24,465 sacks and barrels. In 1885 the receipts were 63,697 sacks and barrels; shipments 34,700 sacks and barrels. In 1896 the receipts were 87,690 sacks and barrels, and the shipments 64,616 sacks and barrels. But these three staple articles of family consumption do not make up the half nor the third of the grocery trade. The term "groceries" includes canned goods, liquors, flour, many articles of prepared food, tobacco, cigars, soap, and many other things of household necessity. In 1892 the entire trade was estimated in the Merchants' Exchange report at $85,000,000.

D. M. GRISSOM.

Grotegut, William, was born in the province of Westphalia, Germany, November 2, 1829, and died in St. Louis April 8, 1883. He was the son of a prosperous German farmer, and after receiving a fairly good education worked on the farm on which he was reared until 1851, when he determined to emigrate to the United States. He reached St. Louis in that year, and the first business which he did here was at the old South Broadway Market, where he kept a huckster's stand. In 1853 he embarked in the retail grocery business, and ten years later purchased the property at the southwest corner of Park Avenue and Menard Street, on which he erected a store, in which he carried on a prosperous business for nineteen years thereafter. He then disposed of his grocery interests, and, on account of failing health, retired from business in 1882. Through fair dealing and the practice of commendable economy he acquired a comfortable fortune, was regarded by all who knew him as a thoroughly conscientious and upright man, and enjoyed the esteem of those who witnessed his comings and goings through a long series of years. He was much devoted to his family, and was an exemplary churchman of the Catholic faith, affiliating with St. Vincent's Church of that denomination. He was a generous friend of various Catholic societies and benevolent institutions, and gave both time and money to advance the interests of his church and to build up its system of charities. April 15, 1853, he married, in St. Louis, Miss Anna Suttorp, born in Westphalia, Germany. The surviving members of his family are Mrs. Grotegut and two daughters—Mary, now Mrs. Ignatz Obrecht, and Wilhelmina, now Mrs. Abeln, both of St. Louis.

Grover, Hiram J., lawyer, was born in the Parish of West Feliciana, Louisiana, July 6, 1840, son of Hiram J. and Margaret (Hamilton) Grover. His father was a native of the State of Vermont, but went to Louisiana in early life and became well known in that State as an extensive and wealthy sugar planter. The elder Grover died when the son was five years of age, and he was reared and fitted for college under the guardianship of his mother. His collegiate training began at St. James College, of Maryland, and was completed at Yale College, where he pursued a course of study designed to fit him for the law. After a thorough course of preparation for his chosen profession he was admitted to the bar in 1867, and began practicing in the city of New Orleans, admirably equipped for his calling. In 1872 he married Miss Charlotte T. Blow, daughter of the noted St. Louis merchant, Peter E. Blow, and four years later he removed to this city and became a member of the St. Louis bar. For more than twenty years he has devoted himself to the practice of law in this city, and has earned for himself a prominent place among his professional brethren. Careful and conscientious as a counselor and adviser, chivalrous in his devotion to the interests of his clients, and zealous in the defense of their rights, he has been a participant in the conduct of many notable cases and has become known both to the bar and general public as a lawyer of high character and superior attainments. A close student of the law and of the underlying principles of jurisprudence, he has become especially noted for careful preparation of his cases, fearless championship of the causes with which he is identified, candor and fairness in dealing with the issues involved, and a strict regard for the ethics of the profession. Courteous in manner and bearing, he is at the same time vigorous and forceful in character and action, and in all respects a well-rounded and well-equipped lawyer. He has taken no active interest in politics, but has always been known in political circles as a staunch Democrat. He is an Episcopalian churchman and a member of the Masonic order. He has been twice married, his first wife having been Miss Mary G. Semmes, of Cumberland, Maryland, and a niece of the famous Admiral Semmes, of the Confederate Navy. The first Mrs. Grover died a year after their marriage, leaving one son. Five sons have been born of his second marriage, the oldest, Hamilton, being associated with his father in his law business. A man of domestic tastes, he is devoted to his home and family, and his homestead is an ideal one.

Gruetli Verein.—Legend runs to the effect that on the 17th of November, 1291, three Swiss patriots, representing respectively the three forest cantons of Schwyz, Uri and Unterwalden, met to discuss the miseries of their country, then in subjection to Albrecht I of Austria. Their meeting was held at night in a secluded meadow, and each of the patriots brought with him ten men, tried and true, William Tell being among those who thus came together. The three leaders held their hands toward Heaven and took a solemn oath faithfully to live and to die, if necessary, for the rights of the people; to suffer no injustice, but also to commit none, and to undertake and carry out everything together as one man. Their followers raised their hands in turn and took the same oath, manfully to strive to liberate their oppressed people. The oath thus taken became known as the "Gruetli oath," and thus originated, according to the legend, the struggle for independence of the cantons of Schwyz, Uri and Unterwalden, in which William Tell became famous as the liberator of his people. Upon this incident the order of Gruetli Verein is said to have been founded. Between the years 1845 and 1848 a considerable colony of Swiss immigrants settled in St. Louis. About the year 1848 the "Swiss Benevolent Society" was formed in this city, and appears to have been, in a measure, subordinate to the National Gruetli Verein, which had been formed in America the same year. At nearly the same time the Gruetli Gesangverein was formed in St. Louis, and after some years the two societies consolidated. The consolidated organization became known as the Gruetli Verein. It was one of the first foreign societies to make a public parade in the city, and on such occasions its appearance created much comment. The organization was incorporated in 1861, Francis J. Ackerman, J. C. Brandenberger, J. C. Kaiser, and others being among the incorporators. During the Civil War many of its members manifested their patriotism by fighting in the Union Army, and the progress of the institution in the city was temporarily checked. Since the

Yours Truly

Henry Grover

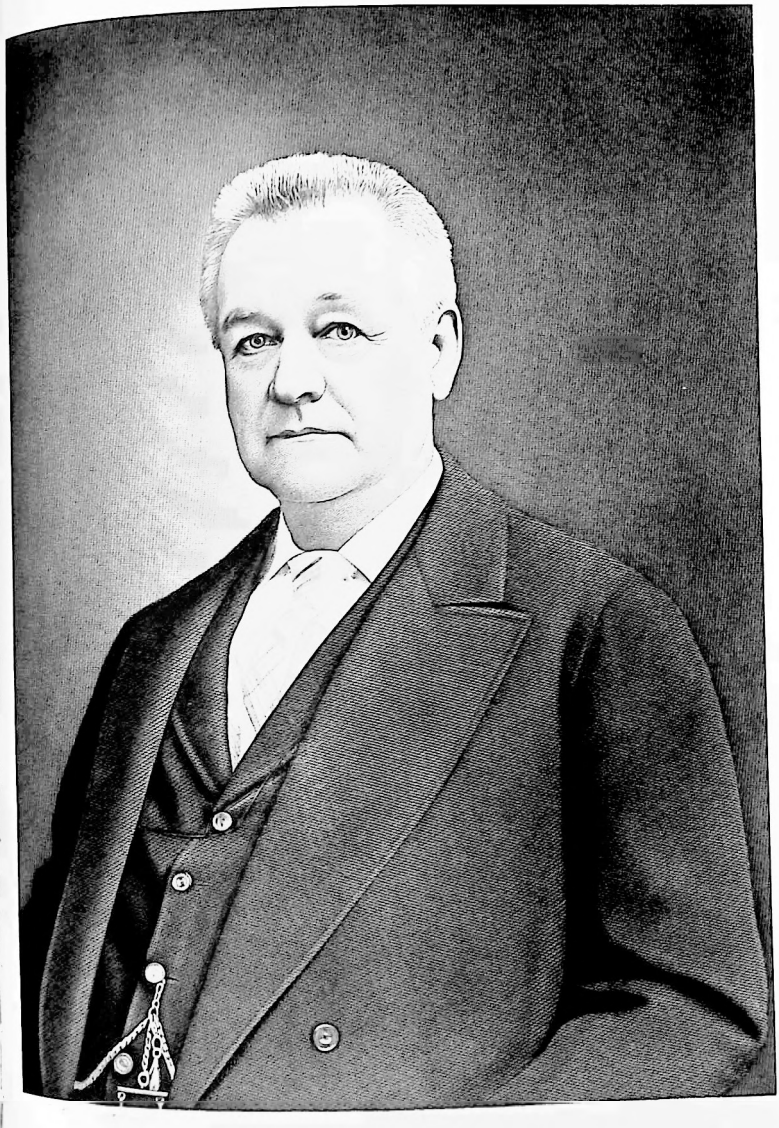
war it has been known as one of the firmly established fraternal and beneficiary organizations of the city, its membership being composed entirely of persons of Swiss nationality or descent. In 1898 the membership of the society was about four hundred, and something more than thirty similar societies were in existence in the United States.

Gruner, Philip, lumber merchant and manufacturer, was born February 14, 1832, in Upper Alsace, then a French, now a German, province, and died in this city September 9, 1898. He was of mingled French and German descent, his father, Philip Gruner, having been of German, and his mother—whose maiden name was Catharine Zerner—of French origin. His parents were worthy people in easy circumstances, who lived during his infancy in France, and later in Germany. From his father he inherited a sturdy physique, and from his mother the tact and sagacity which contributed largely to make him a successful man of affairs and of more than ordinary culture and intelligence. He spent the earlier years of his boyhood in Germany, and was educated there. After the German revolution of 1848 his father, who had been involved in the uprising which had for its object the establishment of a parliamentary form of government in Germany, fled to France. Returning at the end of a year to Germany he was imprisoned for some months, and it was resolved that the family should emigrate to the United States when a favorable opportunity presented itself. Philip, the eldest son, was selected as the first of the family to seek a home in this country, and as soon as he finished his studies he sailed for America. He arrived in this country in 1853, and in 1856 the remaining members of his family followed him, and both his parents lived during the remainder of their lives at St. Louis and are buried here. He had been carefully educated, the design of his parents being, when he began his course of study, that he should enter the Protestant ministry. His mind not inclining in this direction, however, he took an advanced course of scientific and technical university training, and left his native land with a finished education and a feeling that he would be able to take care of himself under any circumstances. What he termed the conceit of his young manhood was "taken out of him" shortly after he arrived in this country, when he discovered that there was no royal road to success open to him. He soon demonstrated, however, that he was not the kind of young man to give way to dejection and discouragement, and that while he might have preferences as to the kind of work he would engage in, he was willing to accept any honorable employment rather than remain an idler. What he could find to do he did, and did it as well as he knew how until something better offered. In the spring of 1855 he drifted into Manistee, Michigan, and there found employment as clerk for a large lumber firm. This place he gained in competition with several other young men on account of his knowledge of the French and German languages, many of the firm's employes and patrons being Germans and French-Canadians. In this way began his connection with the lumber trade, in which he was engaged to the end of his life, and in which fortune greatly favored him. The years immediately preceding the beginning of this association were years of struggle and hardships, which tried his soul and thoroughly tested his principles and manhood, from which he emerged stronger and more courageous and better fitted than he had ever been for the stern duties of life. An incident which occurred during this period of buffetings and privation illustrates the rigidity of his moral convictions and his sense of honor, characteristics which distinguished him through life. In the fall of 1854 he arrived in Chicago with but scanty means and busied himself seeking everywhere for some remunerative employment. Among others to whom he applied for work was one of the members of a wholesale grocery firm, who manifested some interest in him, questioned him as to his attainments and invited him to call again, informing him that he could obtain a place for him as manager of a religious book publishing house at an attractive salary. He said to him further, however, that in order to obtain this position he must answer in the affirmative the question, "Are you a believer?" This requirement placed him in an exceedingly embarrassing position. He had been a student of Voltaire and Feuerbach, and had imbibed much of that barren philosophy which then seemed to him so attractive, but which did not commend itself to the wisdom of his maturer years. When it was proposed to him that he should be given a lucrative position on condition that he de-

clare himself a Christian, he asked time to consider the matter, and never was a moral question more carefully weighed than was this one by Mr. Gruner. To obtain the position he must practice a bit of hypocrisy; to decline it meant that he must turn his back on prospective prosperity to face privation and want. Principle, however, triumphed over policy, and on the following day he told his would-be friend and benefactor the truth and declined the proffered position. This devotion to principle characterized his conduct in all the affairs of life, and to it, doubtless, he in a large measure owed his success. Having thoroughly familiarized himself with the lumber trade through his connection with the Michigan lumber interests, he came to this city in 1859, and in 1860 established the lumber firm of Philip Gruner, Jr., & Co., which in later years was incorporated under the name of the Philip Gruner & Bros. Lumber Company. With this establishment he was connected at the time of his death, taking an active interest in its affairs, occupying a prominent position among the business men of the city, vigorous physically and mentally and interested in all that concerns the welfare of mankind. He was president also of the Washington Mutual Fire Insurance Company and contributed largely to the building up of that successful enterprise. Since 1887 he enjoyed the distinction of representing the government of Belgium as its consul in St. Louis. Politically he affiliated with the Republican party mainly, although acting independently of party dictation whenever his principles or judgment prompted such action. Broadly liberal in his religious views, he was numbered among the leading members of the St. Louis Ethical Culture Society. He was twice married; first, in 1858, to Miss Marie Magill, of Manistee, Michigan, who died in 1877. In 1879 he married for his second wife Miss Mathilde Seyffardt, whose father was one of the pioneers of Saginaw, Michigan.

Guerdan, Nicholas, merchant, was born May 15, 1839, in Hesse-Darmstadt, Germany, son of Franz and Kathrina (Bergold) Guerdan. When a lad eight years of age he came with his father's family to this country, landing in New Orleans, Louisiana, in 1847. From there they came to St. Louis, and in due course of time Nicholas Guerdan passed through the public schools. He then fitted himself for a mercantile career, by a course of study at a commercial college, and in 1852 obtained his first employment with the hat merchants, Baldwin & Randell, of this city. Messrs. Gray & Brust later succeeded to the business of this firm, and still later Mr. Guerdan became a partner of Mr. Gray and the firm name then became Gray & Guerdan. The business continued to be conducted under this name up to 1880, although Mr. Guerdan was the proprietor of the store for ten years prior to that time. In 1880 the enterprise was incorporated as the Guerdan Hat Company. For thirty-seven years Mr. Guerdan did business as boy and man at the corner of Second and Market Streets, but in 1889 he removed to his present location in the Southern Hotel block, at the corner of Broadway and Walnut Street. He has been a prosperous and popular merchant, is a genial gentleman, and his tall and commanding figure is a familiar one on the streets of St. Louis. April 5, 1862 Mr. Guerdan married Miss Caroline Kerth, of St. Louis County. Their children are George, Catherine, Ida, Clara, Nicholas, Jr., Hattie, Albert and Stetson Guerdan.

Guernsey, David W., electrician and capitalist, was born in Westford, Otsego County, New York, May 7, 1838. His father was a farmer; his mother a French lady whose maiden name was Orilla de Lesdernier. He was greatly attached to her, and her death, which occurred when he was about eighteen years of age, affected him deeply. At the age of sixteen years he left his father's farm, and entered Eastman's Commercial College, at Rochester, where he graduated with high honor. He was at once offered an excellent clerical position in a printing house of that city, but he preferred commercial life, and in April, 1855, being then little more than seventeen years old, he became a clerk in the dry goods store of Crockett & Marvin, at Cooperstown. His engagement was for three years, at the usual wage in that day, $50 for the first year, and an increase of $25 each successive year. From his entrance he developed marked ability as a salesman. His leisure time was taken up with work as assistant bookkeeper. At the end of his engagement he went to Boston, Massachusetts, arriving there in April, 1858, without an acquaintance in the city, and with $40 as his entire means. He at once diligently



D. W. Guernsey.

sought employment in the principal dry goods establishments, meeting with many rebuffs, but was finally engaged in the store of Safford, Ames & Co. In the course of a few weeks he had familiarized himself with the stock, and was sent to Hartford, Connecticut, to sell from samples. Discouraged on account of what he deemed his want of success, on his return, he asked to be relieved, but the firm expressed satisfaction, and sent him out again. Having had only common school advantages, and being ambitious to acquire an education, in 1858 he entered Pierce Academy, at Middleborough, Massachusetts, borrowing money from a friend to pay for the first term, and working in a trunk factory during his spare hours, to defray his expenses, as well as to learn a profitable trade. The factory was wrecked by a boiler explosion and he lost his tools and was thrown out of employment. Several persons were killed, while young Guernsey had providentially left the premises only a few moments before the disaster. During the vacation he had employment in a trunk factory in North Bridgewater, and when he returned to his school in the fall he resumed spare hour work in a new factory which replaced the one destroyed. In 1861 he graduated with high credit, and was arranging to enter college, when he became ill with measles, which left him for months with impaired eyesight. When recovery came his meagre savings were exhausted, and he had abandoned the hope of further advancement in education, when a friend offered to defray his college expenses. The proffer was gratefully accepted, Guernsey, however, stipulating that such advances should be considered as a loan. Accordingly he entered the Normal School at Bridgewater, on advice of a friend, who considered light studies all that his eyes would endure; but continued impairment of his vision obliged him to leave school, and he resumed work as a traveling salesman. In that day one of such calling was expected to engage his customers in dissipation, to induce them to purchase, and misrepresentation of goods was considered legitimate. In such practices Guernsey would not engage. He held to the convictions of his boyhood—that a just fear of God, truth, sincerity and integrity between man and man, should rule his life, regardless of all other considerations. Men engaged in the same calling jeered at him, and prophesied his failure. But success attended him, and the future was brightened before him.

Mr. Guernsey was now twenty-four years of age, and the nation was engaged in a civil war. Considering it his duty to give his effort to the support of his country, August 12, 1862, he entered the navy as a landsman, and was sent to the receiving ship, "Ohio," in Boston Harbor, whence he was afterward drafted to the U. S. S. "Macedonian." He was soon made an officer's clerk; from this was advanced to the position of paymaster's steward, and then to that of paymaster's clerk. The "Macedonian" being put out of commission, Commodore Montgomery personally ordered Guernsey on board the U. S. S. "Sunflower," as acting assistant paymaster in charge. The vessel sailed for Key West, where her paymaster came aboard, and Guernsey resumed his position as paymaster's clerk. On suggestion of Admiral Bailey he now made application for appointment as acting assistant paymaster, the highest rank in the pay department open to a volunteer, and, provided with strong letters of endorsement from his superior officers, the admiral included, he went to Washington, secured a personal interview with Mr. Welles, Secretary of the Navy, who ordered him examined, and, on favorable report thereof, issued his commission. Acting Assistant Paymaster Guernsey was then assigned to duty on the U. S. S. "Anacosta," of the Potomac Flotilla. While on this service he was ordered to take up the accounts and act as paymaster of the U. S. S. "Tulip," in addition to his duties on the "Anacosta," but declined on account of the bad condition of the former vessel. Here, a second time, Guernsey's life was saved by a providential interposition, for the boilers of the "Tulip" exploded, and all on board were lost. A third time he escaped death; when carried away by the tide while bathing, his clerk rescued him as he was about to drown. It is pleasant to know that his savior was a former school and shipmate, to whom he had given honorable position when he himself was favored by fortune.

The war was now over, and the "Anacosta" being put out of commission, Paymaster Guernsey was ordered to make settlement of his accounts. He had received and expended hundreds of thousands of dollars, and the government found him indebted to it in the sum of $7.50. The deficit was apparent and not real. There was lacking a voucher for that

amount, which needed the signature of the captain, and that officer was not within reach. Most men would have preferred to make the payment, and thus save trouble. It is highly characteristic of the man that Paymaster Guernsey cared far more that his record should be faultlessly clear than for money or trouble. A little correspondence, and the missing voucher was at hand, and the matter was closed.

Although his accounts had been finally audited and settled, Paymaster Guernsey was yet in service, being "on waiting orders," and as he had never seen the West, he came to St. Louis, in August, 1865, being twenty-seven years of age. With two others, one a former schoolmate, Alexander Averill, now a leading business man in St Louis, was formed the partnership of Guernsey, Averill & Burnes, for conducting a boys' clothing business, which was opened at 116 South Fourth Street. By this time Paymaster Guernsey had resigned his commission in the Navy, and he and his partners went East and bought stock. Business proved brisk, but it was soon apparent that there was not sufficient for three partners, and Mr. Burnes retired, the other partners buying his interest, and the firm name becoming Guernsey & Averill. A year later Guernsey & Averill sold to William Banks & Co., of New York. Mr. Guernsey remained with the new firm for a time, while Mr. Averill found employment in another house. Later Mr. Guernsey was associated with General Clinton B. Fisk, in the general agency of the Mutual Life Insurance Company of New York, traveling and supervising country agencies. The business was not agreeable to Mr. Guernsey and he became a salesman in Comstock & Haywood's furniture house, but in less than a year the establishment was burned out. Mr. Guernsey then sold furniture on commission, and afterward took a junior partnership in the furniture firm of Burrell, Comstock & Co. He remained in this connection about four years, when he engaged in the same line of business on his own account, under the style of Guernsey, Jones & Co., above the United States Express Company, at St. Charles and Fourth Streets. This continued a year, when the capital was increased, and the firm incorporated as the Guernsey Furniture Company.

At this point begins a remarkable narrative, a narrative of serious misfortune and grave disaster, of indefatigable determination and courage, and of incomparable honor and sterling integrity. Before the expiration of the first year under the latter arrangement Mr. Guernsey was admonished of failing eyesight. The oculists advised him that treatment for that ailment would be unavailing, until his general health was built up, impaired as it was on account of close application to business for many years. At times he was utterly unable to read, and it was with difficulty that he could recognize intimate friends. In this sore strait his attention was directed to electricity as a curative agent, and he went to Hot Springs for treatment. He asked advice as to electric baths, but the physicians gave him no encouragement. He insisted, however, and improved rapidly in physical condition, while his mental vision became intensely keen. Realizing the new life which had come to him, he engaged in yet deeper study of that wonderful force which had served him so well. His daylight hours were given to his business; his nights he devoted to the investigation of electrical phenomena. When from home, buying goods, he spent his evenings in electric light stations, acquiring all knowledge accessible.

The furniture business had outgrown the premises occupied, and he erected a magnificent building on the southwest corner of Third and Locust Streets. The basement, arranged for the purpose, was provided with an extensive electric light plant, and the Guernsey & Scudder Electric Light Company was organized to operate it. Light by night or day, as needed, was furnished to adjacent business houses. There was a limitation, however; not a light for a saloon, nor on Sunday for any purpose, could be had on the Guernsey-Scudder circuit. The capacity of the plant was soon reached, and new machines were put in until the premises would contain no more, and all were operated to their fullest capacity, and at remunerative prices. The income of the plant was $115.50 daily, and as the light company and the furniture company were practically one, the light expense of the latter was nominal. Serious troubles ensued. Suits were instituted and injunctions were prayed for, on account of alleged infringement of patents, by competitors. Mr. Guernsey was the aggressive spirit in resisting these assaults, and there were few days during fifteen years that he was not in-

volved in a suit, brought against him in the endeavor to force him out of business. That the antagonism was selfish and malicious, is evident, when it is said that Mr. Guernsey lost no case brought against him in all these years, and the fact is not only a strong averment of the rightfulness of his cause, but is also evidence of his clear understanding of the character of men. At the outset of his legal difficulties he had retained as his counsel Judge McKeighan, who with ample equipment of legal learning, untiring vigilance, and the devotion of a personal friend, as well as the loyalty of an honorable attorney, successfully defended his cause in all these troublous times.

After the light plant had been in operation about a year, Mr. Guernsey took a vacation, and by arrangement with Professor Hochhausen, president of the Excelsior Electric Company, Brooklyn, New York, passed the time in the factory, as a workman, and here he gained much of that practical knowledge which aided St. Louis so greatly in its development of its electrical interests.

After managing the furniture and electric light business for ten years disaster overtook Mr. Guernsey. In 1888 the Guernsey Furniture Company was obliged to make an assignment. The capital was $65,000, of which much more than the major part was owned by Mr. Guernsey, who had bought the interest of a partner, making payment with his own notes endorsed by such sterling men as George D. Barnard, Samuel Kennard, Richard Scruggs, Charles Barney, Frank Ely, D. Crawford, Joseph Specht, Joseph Franklin, D. M. Houser, L. M. Hellman, A. F. Shapleigh, Daniel Catlin, Judge J. E. McKeighan, E. J. Crandall, Byron Nugent and Daniel Nugent.

The assignment swept away all of Mr. Guernsey's possessions, furniture stock and electric light plant. He lost all save his energy and his integrity; but his friends, including his security creditors, held to him. They recognized that all his business concerns had been conducted with scrupulous honesty, and they made no complaint of his indebtedness to them. Many gave him encouragement, and in a substantial way. The friendly feeling felt for him was reflected in the sympathetic notices of the local press. On his part, despite the magnitude of the disaster, he professed faith in his recuperative powers, and determination to pay all his indebtedness. It was wonderful pluck for a man of two-score years and ten, bankrupted, and with $40,000 additional of personal obligations. His friends continued to give him their encouragement, but many had little faith in his ability to repay, though they did not question the desire of his heart.

The furniture stock and electric light plant were sold under process of law. The latter was purchased by a number of Mr. Guernsey's friends, in his interest, who organized the St. Louis Electric Light and Power Company, and elected Mr. Guernsey president, with the understanding that he should purchase the stock from time to time as his ability might permit. From this on, success attended him. He was yet agent for the Sprague Electric Railway and Motor Company, of New York, and this was an advantage. The affairs of the reorganized Electric Light and Power Company prospered. The original capital of $8,000 was increased to $15,000, then to $30,000, to $75,000, and again to $200,000, all paid up, one-half of the stock being held by Mr. Guernsey; at the outset he had held only one share, but acquired additional stock rapidly. He then interested capitalists who bought the Scudder interest, of which Mr. Guernsey secured $10,000, giving him a majority of the stock. Among the new stockholders and directors was Sim T. Price, who became one of the attorneys for the company, at Mr. Guernsey's suggestion, and was largely instrumental in bringing about the subsequent sale. The capital stock was now increased to $700,000. New equipment was added; a lot was secured on the northwest corner of Lucas Avenue and Eighth Street; plans were drawn and estimates made for a new power house; the underground system was determined upon, and the cash deposit required by the city, was in hand; the $500,000 in bonds authorized on the increase of capital stock, were practically placed; the future was never so promising. At this juncture the Edison Missouri Electric Company made a purchase of the property. There was no desire to sell, but the Guernsey Company was offered its price, and it sold.

Now was the triumph of a lifetime for Mr. Guernsey, an ample recompense for his weary waiting, his patient enduring, and his untiring effort. No sooner was the purchase money paid in, than he made immediate payment to his endorsers of years before, adding to the principal compound interest at the rate of six per cent. Many, at the outset, had despaired

of receiving any return, and none could expect repayment so much in excess of what simple honesty would demand. Thanks and congratulations came to him from every hand, the letter following being a representative expression of the general voice, and as such it is, perhaps, Mr. Guernsey's most valued treasure:

CATLIN TOBACCO COMPANY.

ST. LOUIS, May 10, 1897.

Mr. D. W. Guernsey, St. Louis.

Dear Sir: Your kind favor of May 7th, enclosing check for $382.15 in full payment of all interest, compounded to date, on your $1.000 note December 15, 1886, reached me this morning, and I beg to return my thanks for your favor and congratulations upon the manly and unusual course you have pursued throughout in this transaction.

It is so entirely out of the usual course, and such a complete reversal of my usual experience in affairs of this kind, I intend to put it thoroughly and carefully before my two sons, who are now at college, as a shining example of upright and thoroughgoing manhood that I should like to have them take pattern from. Again thanking you, with sincere regards, believe me, Yours truly,

DANIEL CATLIN.

Mr. Guernsey was married November 9, 1864, to Miss Annie Shattuck, of Boston, Massachusetts, who yet abides with him. Of this union were born three children, of whom are deceased, Remington Bancroft, named for an old and valued friend, and Ella May. Grace M., the second child, is living.

Mr. Guernsey, as may be traced in this sketch, has ever been an earnest, unobtrusive Christian man. For years he has been a member and deacon in the Third Baptist Church. He has no active business concerns to disturb him. He is in possession of ample means, lives quietly and peacefully, and takes pleasure in aiding the needy and suffering.

The details of Mr. Guernsey's life hereinbefore given render it hardly necessary to draw the general features of his character, already sufficiently disclosed by the incidents of his life.

Although not visionary, he is, in the large and better sense of the word, an optimist, and yet he never suffers himself to be deluded by his wishes and expectations, but, on the contrary, weighs carefully every business enterprise that he ventures upon. Clearly perceiving the natural aids, as well as the difficulties, which attend every undertaking, he is never unduly elated by the former nor dismayed by the latter, but meets every obstacle with fine courage and spirit.

Mr. Guernsey, in everything that he has undertaken requiring great labor and persistent effort, has always been able to work more hours in the day than the average man, thereby greatly increasing his chances for success.

The recital of the varied incidents of Mr. Guernsey's experience renders it unnecessary to make any formal declaration that honesty, integrity and energy have been the controlling factors in his career, making it impossible for him to gain anything by fraud, deceit or treachery, or to fail because of any neglect or carelessness on his part. Those who have performed service for Mr. Guernsey, either professional or otherwise, unite in their testimony that he is in such relations as generous as he is just, and that no matter whether success or failure may have attended the efforts of those who have served him, yet no unmerited censure or reproach ever fell upon them from Mr. Guernsey so long as he believed that they were true to his interests, and that they had used their best capacity and judgment in serving him.

In the social relations of life Mr. Guernsey is most pleasing and agreeable, and no man can truthfully say that Mr. Guernsey has been, or is, his personal enemy, for he is incapable of holding resentment or revenge against anyone, no matter how much he might be justified in doing so, according to the ordinary standards of human conduct. As a husband and father he might well serve as a model for the most exacting and critical, and as a citizen, there is but one judgment with respect to him, and that judgment would honor the best.

Guhman, Nicholas, physician, was born in Gleisweiler, Kingdom of Bavaria, Germany, September 12, 1833, and died in St. Louis, September 22, 1893. His parents were John Jacob and Margaret Guhman, and the family to which he belonged was an old and distinguished German family. His father was a wine maker in comfortable circumstances in life, and the son enjoyed educational advantages which fitted him to begin the study of medicine at an early age. Soon after he

began fitting himself for a professional career, however, he reached the conclusion that the unsettled condition of affairs in Germany would prevent him from leading the quiet life to which his tastes and disposition inclined him, and when nineteen years old he came to this country. He established his home in St. Louis, and not having the means to continue his preparation for the medical profession he was employed in different vocations for several years thereafter. In 1858 he matriculated in St. Louis Medical College, and in 1861 was graduated from that institution. Immediately after receiving his doctor's degree he was made an assistant surgeon in the United States Army, and after the capture of Vicksburg was on hospital duty there until the close of the war. He then entered upon a successful career as a practitioner of medicine in St. Louis, and was an honored member of his profession in this city until his death. For eighteen years he was physician in charge of St. Vincent's German Orphan Asylum, and at different times he was connected with other charitable institutions of a similar character, giving freely of his time and professional services to relieve the sufferings of the city's poor. He was vice-president of the St. Louis Medical Society in 1888, and was local medical examiner of the Catholic Knights of America and the Royal Arcanum. He was a member of both the fraternal orders above mentioned, and was also an active and prominent member of the American Legion of Honor. Next to his profession he was interested in advancing the cause of popular education, and from 1869 to 1873 he served as a member of the city school board of St. Louis, and was among those who gave force and impetus to the movement inaugurated after the war, which resulted in the building up of the present superior public school system of St. Louis. Dr. Guhman belonged to that class of physicians who appreciate to the fullest extent the duties and responsibilities of their profession, and he was true to every obligation which it imposed upon him. Loving his profession and regarding it as a dignified and noble calling, he was ambitious that his sons should become physicians, and no effort on his part was spared to incline their minds in that direction. The eldest and next eldest of his three sons have followed in his footsteps, and both are prominent among the younger practitioners of the city. He married, in 1856, Miss Henrietta Ernstine Meisner, of St. Louis, and seven children were born of the union. They are Elizabeth, now the wife of A. J. Kletzker; Emma, now the wife of Joseph H. Barr; Henrietta T., Margaret M., Dr. John O., Dr. Matthew G. and Charles N. Guhman.

Guion, James Amabel, a citizen of St. Louis, who held many positions of honor and trust, and whose ancestors were among the founders of the city, was born June 23, 1825, in St. Louis, and died here February 19, 1898. His parents were Louis and Katherine (Mackey) Guion, the former of French, and the latter of Scotch, antecedents. The founder of the Guion family in St. Louis was his great-grandfather, who came here with the little party of French traders, headed by Pierre Laclede, and laid the foundations of the present city, in 1764. This early ancestor was a resident of the territory now included within the limits of Missouri before Laclede came hither, he having been born at Fort Chartres, the historic fortress established by the French, not far from the Mississippi River and within the limits of the present State of Illinois, in 1718. James Amabel Guion grew up in St. Louis, and was educated at what was known as the "Page School," one of the noted old-time private schools of the city. When he was fifteen years old he was apprenticed to the printer's trade, and served five years in that capacity in the office of the old "Missouri Republican." From 1845 until 1847 he was a clerk in his father's general store at Carondelet, and for two years thereafter spent much of his time traveling throughout the United States, visiting various cities and spending some time at St. Paul, Minnesota, as the guest of his cousin, Joseph Guion, who was engaged in trade at that place. In 1849 he returned to St. Louis and became a member of the city police force, holding that position until 1852. From that date until 1855 he was city jailer, and then became chief of the St. Louis police force. He retained the chieftainship until 1861, resigning at that time rather than conform to the provisions of an ordinance which required that all members of the police force should wear uniforms. This he characterized as an un-American measure and an "aping" of the police regulations of European cities. His view was that the peace officers of American cities should be regarded

purely as civil officers, and that only United States soldiers should wear uniforms. Notwithstanding the fact that his notions concerning this matter were such as would now be regarded as peculiar, he was an excellent police officer, and during his term of service dealt with the First Ward riots and other disturbances in a masterly and vigorous way. After quitting the police force he became connected with the Wiggins Ferry Company, and for twenty-five years had command of a river steamer. During a part of the administration of Mayor Francis he represented the third ward of St. Louis in the House of Delegates, serving two years as a member of that body. After that he lived in retirement until the end of his life, esteemed by all who knew him, and regarded by all as one who had been a worthy and useful citizen. He was always prominent in the Democratic politics of the city, and was a devout Catholic churchman. January 1, 1849, he married Miss Silna Eulalie La Tourneau, of this city, and twelve children were born of their union. Those living in 1898 were Edward E. Guion, Mrs. Lillie M. Sheridan, Ferdinand K. Guion, Alphonse J. Guion and Wilson P. Guion.

Gunboats.—In the latter part of May and in June of 1861, soon after the beginning of the Civil War, the steamers "Conestoga," "Taylor" and "Lexington" were purchased by the government at Cincinnati, Ohio, and fitted out as gunboats to be used on the Western rivers and waters. These steamboats were not plated, but were protected by oak bulwarks against musket balls. In July following a contract was awarded to Captain James B. Eads for the construction of seven iron-clad gunboats for service on the Mississippi River. Three of these vessels were built for Captain Eads by Messrs. Hambleton & Collier, at Mound City, and the remaining four were constructed on marine railways at Carondelet. The boats were completed within one hundred days after the signing of the contract. Each of the boats thus constructed was about one hundred and seventy-five feet long, fifty-one feet beam, had six feet depth of hold, drew about five feet of water and had a speed of nine miles per hour. The hulls were made of wood, the bottoms of five-inch plank and the sides of four-inch plank, and the vessels were sealed all over with two-inch plank. The sides projected from the bottom of the boat to the waterline at an angle of about forty-five degrees, and from the water line the sides fell back at about the same angle to form a casemate about twelve feet high. This slanting casemate extended across the hull near the bow and stern, forming a quadrilateral gundeck. The casemates were made of three-inch plank and well fastened. The knuckles of the main deck at the base of the casemates were made of solid timber about four feet in thickness. The boats were calked all over, both inside and outside, and sheathed on the outside with two and a half-inch iron. The plating covered the casemates above and below the water line. The gundeck was about one foot above water, and the vessels were pierced to carry thirteen heavy guns. The first of these gunboats, which was also the first United States iron-clad war vessel, was launched from Captain Eads' shipyard, at Carondelet, on the 12th of October, 1861. She was named the "St. Louis" by Admiral Foote, but when the fleet was transferred from the control of the War Department to the Navy Department the name was changed to the "De Kalb." The other vessels turned over to the government by Captain Eads were named the "Carondelet," "Cincinnati," "Louisville," "Mound City," "Cairo" and "Pittsburg." In December of 1861 the vessel which was named the "Benton" and became the flagship of Admiral Foote, was altered and plated at St. Louis. The "Benton" carried eighteen heavy guns, two nine-inch Dahlgren guns and two smaller ones. Captain Andrew H. Foote, of the United States Navy, who had been appointed to the command of the naval operations in Western waters, assumed command of the flotilla at St. Louis, September 6, 1861. When the flotilla was finally completed it consisted of twelve gunboats, seven of them iron-clad, these iron-clads being able to resist all except the heaviest solid shot, and having cost on the average $89,000 each. Foote's flotilla rendezvoused at Cairo, and the "Benton" and "Essex" left St. Louis for that port on the 3d of December, 1861. In the fight at Fort Henry the "Essex" was disabled, and on the 23d of February following, returned to St. Louis for repairs. The gunboat and ram "Fort Henry" was launched from the Marine Railroad Company's yard, at Carondelet, September 22, 1862. This boat was constructed more especially to be used as a ram and carried but eight guns. The "Choctaw" was

launched from the Marine Railway Company's yards about the same time as the "Fort Henry." The rams on both vessels were two feet in length and made of bell metal. On the 13th of January, 1862, the Union Marine Works at Carondelet launched another gunboat, which was named the "Osage." July 5, 1863, the "Winnebago" was launched from the Union Works, and on February 10, 1864, the "Chickasaw" was launched at the same yards. Subsequently two light draft, ironclad monitors of the Ericsson pattern were built at the National Iron Works in St. Louis. These monitors were named, respectively, the "Etlah" and "Shiloh." The "Etlah," which was launched July 2, 1865, in the presence of a vast concourse of people, was the largest vessel which had ever been built on the Mississippi River up to that time.

Guy, William E., railroad president, was born December 22, 1844, in Cincinnati, Ohio. His father was Dr. Alexander Guy, of Cincinnati, and in the paternal line he is descended from an old South Carolina family, his grandfather having been Alexander Guy, a planter of that State. His mother's maiden name was Susan Ann Livingston Wade, and she was born in Cincinnati in 1805, daughter of David Everett Wade, a native of New Jersey, who helped to found what was long known as the "Queen City of the West," having settled there in 1793 and acted as one of the incorporators of the town in 1802. After being fitted for college in the schools of Cincinnati, William E. Guy entered Miami University, of Oxford, Ohio, and was a student at that institution when the Civil War began. Enlisting as a private in a company of college boys, in 1862, he was later assigned to the Eighty-sixth Regiment of Ohio Volunteer Infantry, with which he served until mustered out, gaining promotion to first sergeant. He then resumed his collegiate studies, going to Princeton University, of Princeton, New Jersey, from which institution he was graduated and which later conferred upon him the degree of master of arts. After his graduation from Princeton he went abroad and continued his studies at Heidelberg, Freiberg and Paris for a considerable time, studying civil and mining engineering, and engaged in that work from 1869 to 1872. Returning then to his native city he entered the Cincinnati Law School, from which he took the degree of bachelor of laws. In 1870 he became assistant superintendent of the Georgetown (Colorado) Reduction Works, holding that position until 1871. In that year he was made assistant State geologist of Missouri, and devoted the year 1872 to the geological survey of this State. His coming to Missouri resulted in his becoming one of the founders of the St. Louis Bolt & Iron Company, now known as the Tudor Iron Works, and he was identified with this enterprise until 1886, when his health gave way. Withdrawing at that time from active business, he spent the two years following traveling in Europe, returning to St. Louis in 1889. Soon after his return he organized and became president of the St. Louis & Eastern Railroad Company, and the Madison Coal Company, both of which corporations are now doing a prosperous business, to which he gives his entire time and attention. Since May 1st of 1897 he has been president of the St. Louis, Peoria & Northern Railroad Company, the St. Louis & Eastern Railroad Company having been merged into the above named corporation, as was also the St. Louis, Peoria & Chicago Railroad Company. He has been one of the builders, and is one of the chief owners of a line of railway which has been constantly growing in importance for some years past, and has demonstrated by results achieved that he is a capable and sagacious railroad manager. A scholarly and accomplished man, he has taken a deep interest in various institutions in St. Louis designed to promote culture and intelligence, chief among which has been the Mercantile Library Association, of which he was vice-president in 1893, president in 1894, and until his resignation in 1895. His religious affiliations are with the Presbyterian Church, to which a long line of his ancestors on both sides have belonged. He is a member of the University Club, the Noonday Club, the Commercial Club and the Round-Table Club, of St. Louis, and of the Reform Club, of New York. He is also a member of Ransom Post of the Grand Army of the Republic of St. Louis. In 1894 he married Miss Catherine Lemoine, daughter of Dr. E. S. Lemoine, of this city. Their children are Catherine Lemoine Guy, William Edwin Guy and David Wade Guy.

□**Gymnasiums.**—See "Athletics."

H

Haarstick, Henry C., one of the wealthy, self-made men of St. Louis, and one who has done much for the commercial interests of the city and State, was born July 26, 1836, in Hohenhameln, Germany. In his early childhood his parents decided to leave the fatherland and seek a home and prosperity in this country, and in the year 1849 they arrived in St. Louis. They were sturdy, industrious people, who came from the North of Germany, a region which has given to the United States many worthy citizens and large numbers of people who have contributed, in no small degree, to the development and upbuilding of our country. The elder Haarstick was a thrifty and enterprising man, and his wife a quiet, industrious and kindly woman, who was much beloved by the people among whom she made her home in St. Louis. Soon after their arrival they established themselves in the dairy business, their industry and sagacity being rewarded with a fair share of material prosperity. They had three children, two daughters and the son, Henry C., all of whom practically grew up in this country, inheriting the good qualities of their German ancestry, assimilating therewith true American energy and progressiveness. Henry C. Haarstick attended what was known as the "Saxony School" of the German Evangelical Lutheran Church. His capacity for close application and his broad mental grasp attracted the attention of his instructors, and an earnest effort was made by them to induce his parents to educate him for the ministry. The elder Haarstick, however, felt that his son should follow mercantile pursuits, and sent him first to Wykoff's English School, and later, to enable him to further qualify himself by education for a business career, he entered upon a course of study at Jones' Commercial College. At this institution, one of the best known in the West, he was also a favorite with his teachers, and President Jonathan Jones especially interested himself in his behalf, obtaining for him a position in the office of Molony & Tilton, then operating a large distilling enterprise in St. Louis, where he received to begin with a salary of twenty-five dollars per month. The manager of this business was Mr. Artemas L. Holmes, an educated, intelligent and high-minded gentleman, noted for his equanimity of temper and his perfect self-poise under all circumstances. Under his guidance and tutelage Mr. Haarstick not only added to his educational attainments, but acquired habits of self-control, and learned business methods which have contributed in no small degree to his great success as a man of affairs. His industry, assiduity and fidelity won and received the substantial recognition of his employers, and he received promotion rapidly from one position of trust and responsibilty to another, until in the course of a few years he became the manager of the affairs of the Tilton Company, and later a partner in the business. He was connected with this enterprise until the distillery was destroyed by fire in 1861, as a result of which the partnership which had theretofore existed was dissolved. Soon after this Mr. Haarstick built a distillery of his own on Barton Street, but finding the internal revenue legislation of the war period embarrassing to the business, he sold out after a short time. He was then asked to take charge of the affairs of the Mississippi Valley Transportation Company, a corporation then conducting an unprofitable freighting business on the river between St. Louis and New Orleans, and whose property consisted of little more than a few barges and towboats sadly in need of repairs. Under his energetic and sagacious management, however, its business at once began to improve, and the "Barge Line," as it was called, became an institution of great value to St. Louis. He inaugurated the shipment of grain in bulk for export by way of New Orleans, an undertaking looked upon at that time by his business contemporaries as an impracticable scheme, and he was the first to "bond" a water route for the direct importation of foreign merchandise. He took many risks, but his perseverance and indomitable will power finally triumphed over all obstacles, and the barge line business has grown to enormous proportions, every farmer in the Western country, and the grain trade of this region in general, having been vastly benefited by this enterprise within the past thirty

years; the effect of this method of shipping grain in bulk having been to lower and regulate railroad rates, the railroads being compelled to meet the competition of the barge line, thus lowering the cost of the cereals exported. From the time of the opening of the Mississippi River by the building of the jetties in 1878, the flow of grain to Europe by the "water route" has been constant and continuously greater from year to year, and in 1881 all the barge transportation interests on the Mississippi River were combined in one powerful organization under the name of the St. Louis & Mississippi Valley Transportation Company, and the management was confided to Mr. Haarstick's hands. Since that time his views and judgment have been the dominating power in the conduct of a business which has made St. Louis one of the principal export grain markets of the country. Controlling a large fleet of capacious grain barges and powerful towing steamers, having capacity for moving nearly four million bushels of grain at one time, and aided by capital and credit of unlimited measure, Mr. Haarstick has not alone transacted the transportation business of his fellow grain merchants, but has formed extensive connections with a number of the leading importers of Europe, thus bringing our local markets and surrounding territory into direct touch with the demands of the consumers of the Old World. It is not too much to say that to Mr. Haarstick more than to any other man is due the credit of inaugurating and building up the export grain trade between St. Louis and European ports. But beyond the taxing cares of his personal business Mr. Haarstick has found time to interest himself most influentially in many of the leading enterprises of the city, his conservatism, foresight, prudence, sagacity and public spirit making him a most desirable associate in their management. He has worthily filled the office of president of the Commercial Club, the most influential private organization of the Central West; he is the vice-president of the St. Louis Trust Company, president of the Compton Heights Improvement Company, president of the Compton Heights Railway Company, director in the Lindell Railway Company, and was president of the St. Louis Merchants' Exchange during one of its most prosperous years—all these, with other enterprises of minor importance, illustrate his executive ability and his commanding influence. While his several personal investments have brought him large wealth, he has continued to be the same modest, unassuming man that he was in earlier years, when he had little of this world's goods and his fortune yet to make. Devoted to his family and friends, he has been known always as a most kindly and considerate man, in whose nature there was none of the element of harshness, and whose conduct in social and domestic life, as well as in his business career, is worthy of emulation. His sympathy for those in need of encouragement and assistance is made manifest in the acts of his everyday life, but what he has done in this way has been done so quietly that few know the extent of his benefactions. He married, in 1861, Miss Elise Hoppe, a lady well suited in every way to become the wife of such a man, as kindly and charitable as her husband, and a most worthy and estimable woman. They have three children, of whom their elder daughter, now Mrs. Ida Herf, is well known as a woman of superior intellectual attainments, devoted to music, poetry and literature, and giving much of her time to charitable work. Their younger daughter is Emma R., and their son is William T. Haarstick, who has already achieved marked distinction among the younger business men of the city, and holds the office of vice-president of the St. Louis & Mississippi Valley Transportation Company.

Haarstick, William T., one of the youngest, but at the same time one of the most prominent, of the men identified with grain trade and transportation interests of St. Louis, was born May 11, 1865, son of Henry C. and Elise (Hoppe) Haarstick. In the foregoing sketch of the elder Haarstick somewhat extended mention has been made of the great enterprise of which he was the founder, and the responsibility of conducting this vast business and maintaining its high reputation has in later years devolved largely upon the son. His educational training was obtained in Smith's Academy, of St. Louis, and at the Boston School of Technology. Soon after leaving school he was taken into his father's office and under the tutelage of that able financier and merchant, was made familiar with the details of the business of the St. Louis & Mississippi Valley Transportation Company, and its methods of operating in the grain trade. He was an apt pupil and a born merchant, with

quick perceptions and a comprehensive grasp of commercial problems; quick to perceive an opportunity for profitable operations and equally prompt in taking advantage of such opportunities. As a result he was very soon in possession of the full confidence of the elder Haarstick, and became his efficient lieutenant in conducting business transactions of large magnitude. In 1894 he was elected vice-president of the St. Louis & Mississippi Valley Transportation Company, and has since ably seconded his father, at times taking entire charge of the business of that corporation. As an operator on 'Change he has been conspicuous for his sagacity, and among the many extensive traders of the Merchants' Exchange, there are none who have shown themselves in recent years closer students of the grain markets or more unerring in their judgment of trade conditions. Inheriting the commercial instinct and genius of his father, he has accumulated a handsome fortune on his own account, and among the younger generation of the business men of St. Louis, there are none who occupy a more prominent position in financial and commercial affairs. As vice-president of the St. Louis & Mississippi Valley Transportation Company he has represented his father in all his important business transactions for the past six years and he is also a director of the Bank of Commerce. His genial good-fellowship has popularized him, both in business and social circles, and extensive travel, both in this country and abroad, has made him a man of large acquaintance and many friendships. His tastes are aesthetic, and he is a patron of the fine arts and of music and literature. He is a lover also of good horses and is the owner of several of the "noble animals" of acknowledged superiority of breeding. He is not a politician, but since he became a voter has been known as one of the ardent and enthusiastic young Republicans of St. Louis.

Haas, Christian George, clergyman and author, was born November 27, 1862, in New Haven, Missouri, son of Rev. Christian and Henrietta (Illg) Haas. His father, who is still living and engaged in pastoral work at Burksville, Illinois, has been connected with the Evangelical Synod of North America since 1858, having had charges at New Haven and Jefferson City, Missouri; Eudora and Marysville, Kansas; Portsmouth, Ohio, and St. Joseph, Indiana. His mother belongs to a family which has long been closely identified with missionary work. Her brother, Rev. J. D. Illg, now residing at St. Charles, Missouri, where he is serving as superintendent of the "Asylum for Epileptics," labored twenty-four years in West Africa as a missionary under the auspices of the Bremen Missionary Society. After passing through the public and high schools, of Jefferson City and graduating with honors from the High School, Christian G. Haas studied theology at the theological institutions of the Evangelical Church located at Elmhurst, Illinois, and St. Louis. He was graduated from Eden Theological Seminary, of this city, in the class of 1886, which numbered thirty-one members. Immediately afterward he was assigned to the position of missionary laborer in North St. Louis, with instructions to organize a congregation in that part of the city. Notwithstanding the fact that he had many difficulties to encounter, he successfully inaugurated and carried forward this work. August 11, 1886, he organized St. Jacob's Evangelical Congregation, which first held services in a little schoolhouse on De Soto Avenue, below Broadway. From there it migrated westward and established itself, with a handsome church and parsonage, at the corner of College and Blair Avenues, where it now owns property worth $30,000. In this instance, as is generally the case with young congregations, the main work of looking after the finances of the church has devolved upon the pastor, and Mr. Haas has proven himself a man of very superior business and executive ability. From fourteen families the congregation has grown to one hundred and twenty families, and the spirit of progressiveness which is characteristic of the pastor is also a marked characteristic of the church. January 1, 1898, at a general meeting of the congregation, a resolution was unanimously adopted providing that the services held each Sunday evening should be conducted in English. This innovation, although it added to the labors of the pastor, has been prolific of good and has extended the usefulness of his church. Declining several invitations to other charges, Mr. Haas has devoted himself to St. Jacob's Church, and its growth and advancement have been objects of his greatest solicitude. Having musical ability of a high order, the literary committee of the Evangelical Synod entrusted to him, in 1897,

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the work of editing and compiling an English hymnal for the church. This work he completed in 1898, the new hymnal comprising over eight hundred hymns. Dr. U. C. Burnap, an eminent critic and musical writer, at present residing in New York City, has recently written to him enthusiastically of this hymnal as follows: "I have felt it a great privilege to follow the proofs of your new hymnal. It has been a musical feast for me. You have had exceptional opportunities for making this book and have improved them with discriminating taste. In making books for ordinary American churches a compiler is compelled to keep the standard of his work much lower than he would were it not for the lack of musical education among the people for whom the book is intended. You have been fortunate in having an audience of musical cultivation to address, and have been able to build on the basis of the noble German chorals with the very cream of modern English and American tunes, so that altogether in its entirety the book will stand, both musically and hymnologically, far above any book of the kind ever issued from the American press." This is high praise for the labors of Mr. Haas in this connection, but it is well deserved.

Haas, John G., manufacturer, was born October 30, 1817, in Hesse-Darmstadt, Germany, and came to the United States when he was twenty-two years old, landing at New York City on the 7th day of August, 1839. He had been moderately well educated in his native land, and was a young man of good ability and sterling character, but was practically without means when he reached this country. He first found employment at Syracuse, New York, where he worked as a common laborer until he had saved enough from his earnings to continue his journey westward. While there he married Miss Christina Arnold, in 1840, and in the autumn of 1842 they came together to St. Louis. With the small capital which he had by this time saved, he established a little cooper-shop and soap factory on Wash Street, and thus founded the business which afterward made him a man of large wealth and very considerable influence in business circles. He was prosperous in a business way from the start, and regarding his prosperity as one of the blessings of Providence, he early began making liberal use of his means to advance the cause of religion and in aid of religious and charitable institutions. He had been reared in the Lutheran faith and was one of the pioneers in the establishment and upbuilding of that church in St. Louis. He was chiefly instrumental in building the first Immanuel Church of that denomination, which was erected at the corner of Eleventh Street and Franklin Avenue, in 1847, and for many years he was a member of the congregation which worshipped in that church, was member of its board of trustees and its treasurer. He was also a trustee and treasurer of the Western Evangelical Lutheran Cemetery Association, and helped to establish and improve this well known Lutheran burial ground. When the new church at the corner of Sixteenth and Morgan Streets was projected, he was one of the men who aided in raising funds for that purpose, and also contributed liberally to the building of this place of worship. The educational institutions of the church in St. Louis were also indebted to him for invaluable assistance, and when the new Concordia Building, on Jefferson Avenue, was dedicated, on the 9th of September, 1883, he was one of those who took a prominent part in the exercises and was honored as one of its chief benefactors. In business circles he was always greatly esteemed, and during the later years of his life, he was intimately associated with many of the leading men of the city in various corporate and other enterprises. He was interested in iron and steel manufacturing, was president of the Saline Valley Mining Company, vice-president of the Avon Mining Company, treasurer of the John G. Haas Soap Company, a director of the West St. Louis Savings Bank, vice-president of the Bank of St. Louis, director and later president of the St. Louis Fire & Marine Insurance Company. He took an active interest in matters of city government, and in 1879 was elected to the lower branch of the city council, in which body he served with credit. At different times he was a delegate to city and State conventions of the Republican party, with which he affiliated, and also served as a committeeman from his ward in the conduct of one or more political campaigns. He returned to Germany for a visit in 1884, and thereafter enjoyed a green old age at his home in this city until his death, which occurred August 8, 1896. The surviving members of his family are Mrs. Henry

Arnold, wife of the secretary and treasurer of the John G. Haas Soap Company; Mrs. George Heerich, and Mrs. Mary Teckenbrock. At his death Mr. Haas left a large estate, and in his last will and testament evinced the charitable instincts which had been among his distinguishing characteristics throughout his life, by leaving many bequests to religious and charitable institutions.

Hackemeier, Franz, who has been known to the people of St. Louis both as a merchant and a philanthropist, was born in the city of Hanover, Germany, May 8, 1831. His parents were highly respectable people, in moderate circumstances, and as a boy he enjoyed the educational advantages usually afforded to the youth of his station in life. In 1844 his parents immigrated to this country, and on the first day of January, 1845, they reached St. Louis and established their home in this city. A year later his father died, and it became necessary for the son to contribute as far as possible to the support of his mother and four brothers and sisters. Whatever he could do to improve the condition of the family exchequer he did willingly, evincing in boyhood the same strong self-reliance and energy which were among his marked characteristics in later years. After working for a time in a factory during the day, and selling newspapers on the streets in the evenings, he obtained a position in the clothing house of Young & Bros., and thus began his connection with the business of merchandising. Beginning in an humble capacity he was promoted from one position to another as the reward of merit, until he attained the superintendency of what was then one of the large mercantile houses of the city. In 1856 he formed a partnership with his brother-in-law and engaged in the dry goods and clothing trade on Franklin Avenue. In the conduct of this business, he laid the foundation of an ample fortune, and as his prosperity increased his generous and sympathetic nature caused him to become conspicuous among the business men of the city as a friend of charitable enterprises and an earnest worker in behalf of certain eleemosynary institutions. He was especially interested in building up the Good Samaritan Hospital, and was also one of the warm friends and benefactors of the German Protestant Orphans' Home. After engaging in merchandising operations some years, the failure of his health caused him to dispose of his dry goods interests and remove to a farm near St. Louis, on which he resided until 1869. In that year, Rev. L. Nollan, the founder of the German Protestant Home, died, and Mr. Hackemeier was invited to become his successor as superintendent of that worthy institution. He accepted the position tendered him, and since that time has had charge of the conduct and management of the home, ably assisted by his wife, as admirably fitted as he is himself for the noble work which they have in hand. In addition to devoting much of his life to benevolent and charitable work, he has also been a generous contributor of money in aid of enterprises designed to ameliorate the condition of those dependent upon the public for their support. Both he and his worthy wife have on all occasions shown a tender sympathy for these wards of the public, placed under their charge, and they have earned the lasting gratitude of hundreds of unfortunates to whose wants they have administered. Mrs. Hackemeier was Miss Mary Piper before her marriage, which occurred in 1851.

"Hackney Court."—This term is derived from the name of the judge of the county court of St. Louis County in 1859. The administration of this court had become extremely unpopular. It was conducting the building of the courthouse, the architect being a brother of one of the judges, and the public suspected that favoritism governed the contracts, and that the building was endangered by the incapacity of the architect, particularly that the walls of the dome were not strong enough for the very heavy superstructure to be imposed on them. Other causes added fuel to the popular discontent. The county finances were notoriously disordered and mismanaged. There was no money in the treasury to meet the demands against the county, and the court was issuing warrants as a makeshift, to the great scandal of the county, whose credit had always been jealously cherished by the people. Public meetings were held, at which the administration of the county affairs was strongly condemned, and, as there was no regular method of proceeding against the court but the slow one of impeachment, the Legislature then in session was appealed to for relief. The public feeling was so strong and intolerant against the court that, although the judges

were of the same party with the majority in the Legislature, a bill was passed abolishing the court and substituting for it a board of five commissioners to have charge of the county affairs. The first board of commissioners chosen under the new law consisted of John H. Lightner, for presiding officer; Dr. William Taussig, Ben Farrar, General Alton R. Easton and Peregrine Tippett. The first thing the commissioners did after coming into office was to investigate the county finances, the result of which was the discovery of a defalcation of $360,000, caused by the failure of the banker with whom the collector, Shands, had made his deposits. The county, however, did not suffer the loss, as it was met by the collector's bondsmen. William Rumbold was appointed architect of the courthouse, and at once proceeded to change the plan of the dome by substituting lighter ribs for the heavy work, provided for in the original plan. The existing contracts were compromised on the best terms possible and the work pushed rapidly forward, and it is remembered, to the credit of the commissioners, that, although they took their seats in the midst of the excitement and alarming events that preceded the Civil War, and their terms extended into the war period, during which the business of the city was greatly impaired, and, for a time, almost destroyed, the county's interest obligations were promptly met without a single default.

Haeussler, Herman Albert, lawyer, was born May 21, 1838, in Butler County, Pennsylvania, son of Dr. Ferdinand W. and Clara Leontina (Strehley) Haeussler. He was seven years of age when his father's family removed to this city, and obtained his earliest education in the German schools of St. Louis, and at the noted old-time academy known as Wyman's School. In 1850 he accompanied his father on an overland trip to California, and on his twelfth birthday passed through Fort Kearney, driving four yoke of oxen. Between St. Joseph and Fort Kearney there was not, at that time, a single settler's cabin, and the trip across the plains, with all its thrilling incidents and experiences was one which made a lasting impression upon the twelve-year-old boy, and was not without its effect in developing him into a strong, courageous and manly youth. Arrived in California, he remained there with his father five years, working hard during all that time, and aiding the elder Haeussler, as far as possible, in his effort to accumulate a fortune. Returning to St. Louis with a large share of that kind of education which experience gives, he applied himself to the study of law in the office of Messrs. Hart & Jecko, discharging, at the same time, the duties of office boy and clerk. It soon became apparent that he had made no mistake in the choice of his vocation, as he took readily to the law and was trying cases for his preceptors in the circuit court, as well as in the justices' courts, before he had attained his majority, or gained admission to the bar. He was admitted to the bar shortly after the beginning of the Civil War, and soon thereafter became associated with the distinguished lawyers Fidelio C. Sharp and James O. Broadhead, then practicing in partnership, under the firm name of Sharp & Broadhead. When the war began he was a member of one of the St. Louis companies of Enrolled Missouri Militia, and was about to enter the United States service as a regimental adjutant, when, at the request of Col. Broadhead, he was detailed from the militia company to which he belonged to serve as assistant in the office of the Judge Advocate General of Missouri. He continued to be associated with Colonel Broadhead in a military capacity, and later in the practice of law, until 1870, when he formed a law partnership with Colonel Alonzo W. Slayback. This partnership constituted one of the earliest instances of the professional fraternization of men who had been arrayed against each other during the war. While Mr. Haeussler had been a pronounced and outspoken Union man, Colonel Slayback had been a brilliant and dashing Confederate soldier, having served with distinction in General Joe Shelby's brigade. Colonel Slayback and Mr. Haeussler continued the practice of law together until 1878, and were then joined by Colonel Broadhead, the firm becoming, at that time, Broadhead, Slayback & Haeussler. This firm continued in existence until the tragic death of Colonel Slayback, and after that Colonel Broadhead and Mr. Haeussler practiced together until the head of the firm was elected to Congress. Although a partnership did not afterward exist between them, they continued to be associated together, and their professional relationship, as well as their warm, personal friendship, was practically continuous until Colonel Broad-

head's death. Ever since he became a member of the bar, Mr. Haeussler has enjoyed the confidence and esteem of the general public, as well as of his professional associates, and with a large and lucrative practice he has been financially prosperous, as well as successful in attaining a position of prominence and influence in his profession. He has eschewed politics and shunned office-holding, but has been known as a Democrat of moderate views, although not strongly enough attached to his party to support any candidate unfit for the office to which he aspired. As a child, he was baptized into the German Reformed Church, but has always been broadly liberal in his religious views, and while he has contributed to the upbuilding of many churches, has not affiliated with any. Mr. Haeussler has been twice married; first, in 1866, to Miss Anna Lachleben, daughter of Henry Lachleben, of St. Louis. Mrs. Haeussler died in 1874, leaving three daughters, all of whom are now grown and married. In 1877 he married Miss Emilie L. Lachleben, a sister to his first wife. Of the children born of his second marriage, two sons and two daughters are now living. Both his first and second wife were born and reared in St. Louis, but their parents, like those of Mr. Haeussler, were natives of Germany.

Haeussler, Ferdinand W., physician, was born February 24, 1805, in the city of Greiz, Saxony, forty-seven miles south of Leipzig, Germany, and died in St. Louis, March 10, 1884. He was reared in his native city, received a thorough academic education and then studied medicine at Leipzig, Wuerzburg and Berlin. He received his doctor's degree from the University of Wuerzburg in 1826, and practiced medicine in Germany thereafter until 1837, when he immigrated with his family to this country, and first settled on a farm in Pennsylvania. Later he removed to the Island of Cuba, and for one year was a resident of the city of Havana. At the end of that time he again came to the United States, and having a natural fondness for the country and agricultural pursuits, he engaged in farming operations in McCracken County, near Paducah, Kentucky, at the same time continuing the practice of his profession. From Kentucky he came to St. Louis, in 1845, and practiced medicine here thereafter until the end of his life, except during a few years spent in California. Soon after his coming to St. Louis his finished education and superior attainments gained for him a prominent place among the physicians and surgeons of the city, and in 1849 he had charge of the quarantine station, established here during the memorable epidemic of cholera of that year. The discovery of gold in California tempted him to turn fortune-hunter in 1850, and in company with others who were like-minded, he crossed the plains and mountains, endured the hardships and faced the perils of the long overland journey to the Pacific Coast. He remained in California five years thereafter, and was a participant in the founding of that splendid commonwealth. At the end of that time he returned to St. Louis and occupied a prominent place among his professional brethren as long as he lived. During the early part of the Civil War he was regimental surgeon in General Franz Sigel's command, and participated in the battle fought at Springfield, Missouri, in that capacity. During the years 1863-4 he was city health officer of St. Louis, and did much to improve the sanitary condition of the city when such improvement was a matter of great consequence to the city, and to the Federal military authorities as well. He was known to the public as a scholarly and accomplished gentleman, as well as a successful practitioner of medicine, and was a useful and influential citizen. He took an active interest in politics, and is remembered as a caustic writer of campaign poetry, and as one of the German-Americans of the Southwest whose votes and influence strengthened, vitalized and ultimately made dominant the Republican party in Missouri. His religious affiliations were with the German Reformed Church. Dr. Haeussler married, in 1837, Miss Clara Leontina Strehley, who was born in Prague, Bohemia.

Hafner, Joseph, was born in Ellwangen, Wuerttemberg, Germany, in the year 1842. His family removed to America in 1850 and settled in New York City. Joseph Hafner spent the following ten years in New York City, and at the outbreak of the Civil War entered the navy in the capacity of second assistant engineer. He served on board the war vessels "Aroostook" and "Kearsarge," and was honorably discharged from service at New Orleans at the close of the war, and shortly afterward married Miss Julia Bruning, of that city. He spent the next two or three years as rail-

road contractor in the northern part of the State of Louisiana. This work having undermined his health he was obliged to move to the North, and settled in the city of Davenport, Iowa, in 1868, in which city he made his first entry in the sash and door business. Removing to St. Louis in 1870 he entered the sash and door business on his own account and continued actively engaged therein until the time of his death in 1884. He was the first wholesale sash and door man in the city of St. Louis, introduced glazed sash, and by his energy and persistence came to be known as the sash and door king of the Mississippi Valley. His first place of business in St. Louis was located on Tenth Street, near Franklin Avenue, in the warehouse vacated by the Niedringhaus Stamping Company. The increase of his business caused his removal to the southeast corner of Seventh and Poplar Streets. At first he occupied only one-third of the structure which remains on the site at the present time. It was not long, however, before he occupied the entire building. In 1880 his business had outgrown the capacity of the building and he was compelled to make a third removal, this time to Dock Street, in North St. Louis, where he purchased three blocks of ground and erected a large warehouse. It was at this time that his persistent application to his business began to tell on his health, and he traveled for a time in Old Mexico and California, hoping to regain his strength. Finding his efforts of no avail, he was compelled to close out his interests to a large extent. He organized the Joseph Hafner Manufacturing Company in 1883, which firm is still in existence. His death occurred on the 9th of June, 1884.

Hagerman, James, lawyer, was born in Jackson township, Clark County, Missouri, November 26, 1848, son of Benjamin F. and Ann (Cowgill) Hagerman. His father was born in Loudoun County, Virginia, in 1823, and came west in his young manhood, settling first in Lewis County, and later in Clark County, Missouri, where he married Miss Cowgill, who had come to this State with her parents from Mason County, Kentucky, which was her birthplace. The elder Hagerman was a pioneer farmer and school teacher in Missouri, but in later years was engaged in business at Alexandria, in Clark County. There James Hagerman obtained his early education, which was supplemented by a course of study at the Christian Brothers College, of St. Louis, and completed at Professor Jamenson's Latin School, of Keokuk, Iowa, to which place his family removed in 1864. After leaving school he entered the law office of Rankin & McCrary, of Keokuk, a noted firm of which Justice Miller, of the United States Supreme Court, had shortly before that been a member. The firm was then, as it had previously been, one of the most widely known and eminently successful of Western law firms, and Mr. Hagerman enjoyed many advantages incident to this association and completed his preparation for the bar under the preceptorship of learned and distinguished lawyers. He completed the prescribed course of study and was ready for admission to the bar before he attained his majority. Under the laws of Iowa his youth was a bar to his admission to practice, and in consequence of this, he returned to Missouri, where no similar inhibition was in existence, passed his examination and was admitted to the bar by Judge Wagner, of the Supreme Court of this State, in 1866, he being then but eighteen years of age. Going back to Keokuk, he continued in the office of Rankin & McCrary until 1869, in which year, with H. P. Lipscomb as his partner, he opened a law office of his own at Palmyra, Missouri. After remaining there one year, he returned to Keokuk, and in 1875 formed a partnership with his old preceptor, Judge McCrary, under the firm name of McCrary, Hagerman & McCrary. This firm continued in existence until 1879, when Judge McCrary was appointed Judge of the United States Circuit Court for the Eighth Circuit, and his place was filled by Frank Hagerman, now of Kansas City, Missouri, and the firm became Hagerman, McCrary & Hagerman. As head of this firm, Mr. Hagerman continued to practice in Keokuk until 1884, when he accepted the general attorneyship of the Atchison, Topeka & Santa Fe Railroad Company, which caused his removal to Topeka, Kansas, the general offices of the company being at that place. Judge McCrary, who had distingushed himself at the bar, as Secretary of War under President Hayes, and as a jurist, had become the general counsel of this corporation, and in accepting the general attorneyship of the Santa Fe Company, Mr. Hagerman again became associated with his old preceptor. They

were the legal counselors of the Santa Fe Company during the formative period of what is now one of the greatest railway systems in the United States and conducted some notable litigation to a successful issue in that connection. In 1886, Mr. Hagerman removed to Kansas City, Missouri, and became a member of the firm of Warner, Dean & Hagerman, and in 1888 he became general counsel for the receivers of the Missouri, Kansas & Texas Railway. He discharged the duties of this position in connection with his general practice until 1891, in which year he was appointed general solicitor of the Missouri, Kansas and Texas Railroad Company, at its reorganization. In 1893 he removed to St. Louis, and has since been a member of the bar of this city. His practice has covered a wide range, and he is equally at home as a trial lawyer in *nisi prius* courts and in the presentation of his cases to the higher State and United States courts, being under all circumstances the well-equipped, well-rounded lawyer. Politically he has always been identified with the Democratic party, and since 1868 he has taken part in every national campaign. In 1879 he presided over the Iowa State Democratic Convention which nominated H. H. Trimble for Governor. In 1880 he was a delegate from Iowa to the National Democratic Convention which nominated General Winfield S. Hancock for the presidency, and in 1888 presided over the Missouri Democratic State Convention which nominated Honorable David R. Francis for Governor. October 6, 1871, Mr. Hagerman married Miss Margaret M. Walker, of Palmyra, Missouri. Their children are Lee W. and James Hagerman, both of whom have followed in the footsteps of their father and adopted the law as their profession.

Hagerty, John E., was born December 10, 1837, in the County Louth, Ireland, son of James Hagerty, who was born in the County Tyrone in 1810. His mother's maiden name was Catharine Dwyer. He came with his parents to the United States, landing at New Orleans August 25, 1844. From New Orleans the family came up the Mississippi on the steamer "White Cloud," which afterward became famous as the boat which caused the great fire of 1849. While anchored at the foot of Wash Street, the "White Cloud" caught fire, and, when cut loose from the wharf, drifted down the river, setting fire to forty-nine other steamboats, from which the fire spread to the city, almost destroying it. John E. Hagerty was seven years old when the family home was established in this city, and as a boy he worked at whatever he could find to do, attending school at intervals and obtaining a fairly good English education. His father engaged in the fur business in a small way in 1845 as Western agent for the American Fur Company, and later the son gave him such assistance as he could in this business. At that early period their business was carried on in the building which Mr. Hagerty still occupies, at 944 North Third Street, and this business establishment is numbered among the oldest in the city. The elder Hagerty conducted the business until 1861, when he turned it over to his sons, John E. and Michael Hagerty, of whom the last named died in 1865. After that the establishment was conducted by John E alone until the year 1883, when his son, James E. Hagerty, became a partner, and the style of the firm was changed to John E. Hagerty & Son. This firm continued in existence until 1891, when James E. Hagerty engaged in business on his own account, and John E Hagerty, Jr., became associated with his father. Three generations of the family have now been identified with this business, and in but few instances have mercantile establishments in St. Louis remained so long under control of persons belonging to the same family. Mr. Hagerty has been prominent in politics in St. Louis as a Democrat and has held various offices under the city government He was elected a member of the city school board in 1868 and represented the Eighth Ward three years in that body. In 1871 he was elected a member of the city council, and re-elected in 1873, serving until 1875. In 1872 he was also made commissioner of the poor, holding that office by appointment. He married, in 1861, Miss Annie McHale, of St. Louis. Their children are John E. Hagerty, Jr.; Katie, now Mrs. Thomas W. Butler, of Jerseyville, Illinois; Nellie, now Mrs. James H. Finnegan, of Keokuk, Iowa; Mamie, William and Michael J. Hagerty. Four of the children born to Mr. and Mrs. Hagerty have died, one of whom was James E. Hagerty, who served in the St. Louis House of Delegates from 1891 to 1895. He died January 30, 1898.

Hahnemann Club.—The Hahnemann Club is an association of homeopathic physicians, formed for purposes of social intercourse and for the discussion of professional topics and subjects of kindred interest. It was organized in 1873, with the following members: Dr. James A. Campbell, Dr. G. S. Walker, Dr. T. G. Comstock, Dr. Charles Gundelach, Dr. G. B. Parsons, Dr. C. H. Goodman, Dr. N. D. Tirrell, Dr. Charles Vastine and Dr. H. S. Chase. Of these, Dr. Walker, Dr. Tirrell, Dr. Vastine and Dr. Chase are deceased. At later dates were admitted to membership Dr. W. A. Edmunds, Dr. J. C. Cummings, Dr. A. S. Everett, Dr. Nathan Cash, Dr. W. J. Burleigh, Dr. Carl J. Luyties and Dr. George S. Morrill. Through all the troublous times, when the college faculties and medical societies were disrupted, the Hahnemann Club maintained its organization, and proved an efficient factor in the restoration of harmony in those bodies. Meetings are held fortnightly, at the residences of the members, and are presided over by a chairman chosen for the occasion. The only permanent officer is the secretary-treasurer. The present incumbent, Dr. Campbell, has occupied the twofold position from the organization of the club.

Hahn, William, who has been prominent for many years as a business man in St. Louis and who, in his early life, achieved well merited distinction as a soldier, was born in the Principality of Schaumburg-Lippe, Germany, July 2, 1825, son of Henry and Ellen Hahn, both natives of the same German province and residents therein to the end of their lives. He was educated in the Evangelical Lutheran parochial schools of the town in which he was born, and, after completing his schooling, learned the mason's trade, at which he worked as a journeyman prior to his coming to this country, except during a six months' term of service in the German army. He came to the United States in 1847, and, turning his hand to the first work that he could find to do, worked with pick and shovel for a time on a railroad at Stamford, Connecticut. Later he worked in New York City and in other towns on the Hudson River, finally coming to Cincinnati, Ohio, in the fall of 1848. There he worked at his trade until the spirit of adventure prompted him to join the filibustering expedition of General Narciso Lopez, who invaded Cuba, landing at Cardenas May 19, 1850, at the head of about six hundred men. Lopez was soon compelled to abandon the island and return with his little band to New Orleans to plan the expedition which later resulted in his capture and execution by the Spanish authorities. Upon his return from the expedition to Cuba, Mr. Hahn remained for a short time in New Orleans and then came to St. Louis, where he began business as contractor and builder, in 1851. This business he continued successfully for forty-four years thereafter, retiring with a well-earned fortune in 1895. At the beginning of the Civil War he was commissioned captain of Company K, of the First Regiment of the United States Reserve Corps of Missouri Volunteers. He was mustered out at the end of the three months' term for which he had enlisted, but was soon afterward commissioned captain of Company F, of the First Regiment of the United States Reserve Corps of Missouri Volunteers, and commanded the company until the expiration of his second term of enlistment, in 1862. As a soldier he served gallantly and efficiently under the flag of his adopted country, and has since been a prominent member of the veteran organization of the Grand Army of the Republic. He was an original stockholder in the branch of the German Bank, located at Fifth and Market Streets, and later of the Carondelet Avenue Savings Bank, which consolidated with the Lafayette Savings Bank, thus forming the present Lafayette Bank. Since the consolidation he has been actively identified with the management of this well known banking house, one of the soundest and most successful institutions of its kind in the West. Politically, Captain Hahn is known as an uncompromising Republican, and he is a member of St. Marcus' Evangelical Lutheran Church He is a member also of Meridian Lodge, No. 2, of Ancient Free and Accepted Masons; of Bellefontaine Chapter, No. 25. Royal Arch Masons; of Ivanhoe Commandery, No. 8, Knights Templar; of Concordia Lodge, No. 128, Independent Order of Odd Fellows; of the Society of Turners, and of Teutonia Grove, No. 2, of the United Ancient Order of Druids, this grove ranking higher than any other in Missouri. He married, December 22, 1851, Miss Dora Thea, of St. Louis, who died January 19, 1891, leaving five surviving children,

named, respectively, Henry Hahn, Louisa Hahn, Frederick Hahn, William Hahn and Mrs. Mary A. Sigmond.

Hahn, William H., recorder of deeds for St. Louis, was born February 13, 1864, in St. Louis, son of William Hahn, a well known business man of this city and for twenty-five years a member of the board of directors of the Lafayette Bank. Mr. Hahn was educated in the public schools of St. Louis, at the German Institute and at Bryant & Stratton's Business College. In 1897, when he was fifteen years of age, he began his business career as an employe of the hardware firm of Bailey & Richardson. In 1891 he engaged in the hardware business on his own account at 1530 Olive Street, and has since been prominently identified with the hardware trade of the city as head of the firm of William H. Hahn & Co. Meantime, he has taken an active interest in politics as a member of the Republican party and belongs to the young and progressive element which has contributed so largely toward making St. Louis a Republican city. He is central committeeman of the Eighteenth Ward, the banner Republican ward of the city; secretary of the Republican city central committee and treasurer of the Eleventh Congressional District League of Republican League Clubs. In 1897 he was appointed a member of the Public Library Board of St. Louis by Mayor Ziegenheim, and held that office until January 1, 1899, when he resigned to accept the office of recorder of deeds, which he now holds. He was elected recorder of deeds by a flattering majority, November 8, 1898. June 29, 1898, he was elected State secretary of the Republican League Clubs, and still holds that position. Mr. Hahn's religious affiliations are with the Evangelical Church, and he is an active member of the Masonic order. He is past master of Keystone Lodge No. 243 of that order, was elected its treasurer in 1897, 1898 and 1899, and is also a Knight Templar and a member of the Mystic Shrine. April 30, 1885, he married Miss Rose Rembor, of St. Louis.

Hall, George Duffield, merchant and iron-monger, was born in Lewistown, Mifflin County, Pennsylvania, February 22, 1831, and died in St. Louis, December 6, 1883. His father, William Maclay Hall, was born at Harrisburg, Pennsylvania, February 19, 1801, educated at the Harrisburg Academy, read law with Francis R. Shunk—afterward Governor of Pennsylvania—and after admission to the bar, in 1822, settled at Lewistown, where he married, in 1826, Ellen Campbell Williams, daughter of Benjamin Williams, of Bellefonte, Centre County, Pennsylvania. After practicing law successfully until 1833, he lost by death his oldest son, Henry, a bright little boy, to whom he was greatly attached. No longer having heart for the law, he abandoned it, studied theology for three years at the Western Theological Seminary of the Presbyterian Church, at Alleghany City, and became a minister of the Gospel of that denomination, dying at Bedford, Pennsylvania, August 28, 1851. The progenitor of this branch of the Hall family in America was Richard Hall, a native of England, who settled in Calvert County, Maryland, about the year 1640. Richard Hall was a Quaker, who became in course of time a man of large wealth and great influence in the Province of Maryland and served with distinction as a member of the legislative council of that province. Among his descendants who achieved distinction was Colonel Elihu Hall, of Cecil County, Maryland—born 1723; died 1790—who served as lieutenant-colonel of the Susquehanna Battalion of Maryland Militia in the Revolutionary War, and whose son, Dr. Henry Hall—born in Cecil County, Maryland, October 18, 1773; died at Harrisburg, Pennsylvania, May 25, 1808—was the father of Rev. William Maclay Hall. The wife of Dr. Henry Hall and grandmother of George Duffield Hall was Esther Maclay, daughter of William Maclay, the distinguished anti-Federalist Senator from Pennsylvania, who was one of the founders of the Democratic party.

Reared in Pennsylvania, George D. Hall was educated at Marshall College, Mercersburg, Pennsylvania, from which institution he was graduated in the class of 1848. Soon after his graduation, he began reading law at Lewistown, Pennsylvania, but before completing his course of study, entered the employ of Messrs. Lyon, Shorb & Co., extensive iron manufacturers of Pittsburg. He entered this service in 1851, and two years later came to St. Louis as manager of a branch house, which had been established by them in this city. The establishment in St. Louis was known as the Sligo Iron Store, and after serving six years as manager, Mr. Hall became

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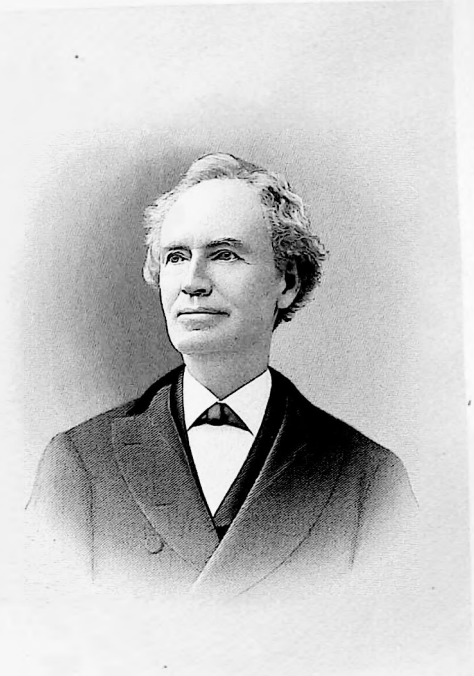
Geo. W. Hall

also part owner of this business house. Sometime later he became sole owner and manager of the business and gave to it the closest attention until 1879, when his wife's illness compelled him to entrust it to other hands. Removing to California, he resided in that State two years, in the hope that a change of climate would prove beneficial to Mrs. Hall's health. The result was not what he had anticipated, and Mrs. Hall returned to St. Louis to die in 1882. Mr. Hall's health became seriously impaired soon afterward, and he then organized a stock company to conduct the business of the Sligo Iron Store. This corporation is still in existence and still carries on a trade which extends to all parts of the United States. The founder of the company died soon after it assumed charge of the business, but he is still remembered as the builder of one of the great commercial establishments of the city, a man of high character, inflexible integrity and superior business qualifications. He was a man of broad and liberal views, and not only managed his own affairs successfully, but contributed largely to the general advancement of the commercial interests of St. Louis. In early life he was a member of the Whig party and later became a Republican in politics. He was a resident of St. Louis during the war period and is remembered as an active and earnest patriot and one of the business men of the city most loyal to the interests of the general government and most vigorous and energetic in promoting measures for the prosecution of the war in defense of the Union. His religious affiliations were with the Presbyterian Church, of which he became a member in early manhood. He was first a member of the First Presbyterian Church, of Pittsburg, later of Dr. Buckner's church, and still later of Dr. Niccoll's church, in St. Louis. He made generous use of the large fortune he acquired to further the interests of the church and to extend its usefulness in charitable and educational work, and has passed into local history as one of the most generous benefactors of Presbyterianism in St. Louis. Mr. Hall was twice married: first, to Miss Louisa Miller, who died without children. After her death he married Miss Lucretia Allen, daughter of Mr. and Mrs. Beverly Allen, of St. Louis, and four children were born of this union: Allen, Louis Maclay, Mabel Harlekenden and George Duffield Hall—all of whom are still living.

Hall, Gorham O., manufacturer, was born November 28, 1834, in the town of Chester, New Hampshire, and died in St. Louis December 5, 1897. After obtaining a fair English education, he learned the trade which he followed in later years at Lowell, Massachusetts. He then went to Smithville, New Jersey, and became foreman of the H. B. Smith Machine Company, later becoming superintendent of the extensive works operated by that firm, a position which he held for fourteen years. He resigned the position for the purpose of engaging in business on his own account, and, accompanied by a former colaborer, Charles S. Brown, came West in the year 1877. Under the firm name of Hall & Brown, the two men established themselves in St. Louis, beginning the manufacture of wood-working machinery in a small way at 717 South Seventh Street. That they had chosen a good location for their enterprise is attested by the fact that, within a year after they began operations, their business had grown to such proportions that they were compelled to seek larger quarters. Removing then to 1913 North Broadway, they began building up there an industry which is to-day one of the largest institutions of its kind in the country. To provide for its perpetuation and extend its operations, the enterprise was incorporated in the year 1888 as the Hall & Brown Wood-working Machine Company, of which Mr. Hall was made president. He continued to hold that position until his death, and in the conduct and management of affairs of large magnitude showed himself an accomplished business man, as well as a practical mechanic, familiar with all the departments of the manufacturing enterprise in which he was engaged. Machinery of all kinds used in preparing lumber and other kinds of wood for the various uses to which it is put has been devised and constructed at this establishment, and planing-mills and similar manufactories in all parts of the country have drawn on it largely for their equipments. During the later years of his life, Mr. Hall traveled extensively for the benefit of his health, visiting, in the course of his travels, the principal cities of the Old World and also all parts of the United States and Mexico. His industry, mechanical skill and commercial genius had combined to make him a man of fortune, which, having accumulated, he knew how to enjoy. He was a Knight Templar and a member of the Order

of Odd Fellows and was well known and much esteemed in fraternal circles. His religious affiliations were with the Presbyterian Church. Mr. Hall was married twice; first, at Peterboro, New Hampshire, to Miss Alvira Diamond, who died in Smithville, New Jersey, in 1870. In 1874 he married for his second wife Miss Emma L. Smith, of Harrisburg, Pennsylvania. The children born of his first marriage were two daughters, now Mrs. William W. Peyton and Mrs. Peter A. Finan, respectively. One child, Alpha M. Hall, was born of his second marriage.

Hamilton, Alexander, lawyer and jurist, was born in Philadelphia, Pennsylvania, in 1814, and died in St. Louis October 27, 1882. He came of a notable Scotch-Irish family, which has handed down to its representatives of the present day a coat of arms indicative of their distinguished lineage. His father, Hugh Hamilton, came to this country from the North of Ireland and settled in Philadelphia, where he married Sarah Kane, who came of a good family of that city. Left a half orphan when he was six years of age by the death of his mother, Judge Hamilton was reared under the care and guidance of his father and received a classical education in his native city. Fitted for the law, he came to St. Louis in his young manhood and began the practice of his profession in this city in the "thirties." For nearly half a century thereafter he was in active practice at the bar, except when serving on the bench, and was ranked among the leading lawyers of the State when such men as Bates, Barton, Geyer, Gamble, Spaulding, Lawless, Field, Bowlin and Primm were numbered among the members of the Missouri bar. He was first appointed a judge of the Circuit Court of St. Louis by Governor Edwards, and again by Governor King, and afterward was elected to that high office by the people, serving, in all, fifteen years on the bench and demonstrating his fitness for the exercise of the highest judicial functions. Numerous cases which attained wide celebrity were passed upon by Judge Hamilton, chief among them being the famous "Dred Scott case," in which he rendered the first decision, afterward affirmed by the Supreme Court. He was one of the members of the local bar who founded the St. Louis Law Library, and he did much to build up that worthy institution. During the later years of his life he was chiefly known as a counselor, and younger members of the bar were especially favored by him in the matter of giving them the benefit of his garnered wisdom and long experience. He was remarkable for the wonderful tenacity of his memory, and it was his habit, when questioned concerning points of law or precedents, to refer almost invariably to the book and page quoted as authorities. This characteristic is one well remembered by his contemporaries who are still living, and a no less marked characteristic was his readiness to aid and assist young lawyers, mention of which has already been made. Many young members of the bar who, in later years, achieved marked distinction, were indebted to him for favors of this character, and a handsome oil portrait of himself, still preserved in his family, was a present from some of those who had been placed under such obligations to him. About two years before his death his warm personal friend and admirer, Judge Gantt, suggested that he should become a candidate for member of the Supreme Court of Missouri, saying to him that if he would consent to make the race his election was assured. Judge Hamilton's reply was that, while he thanked his good friend for the suggestion, it came too late, and the incident is of interest in this connection as showing the high appreciation in which he was held by his distinguished contemporary, who himself adorned the Supreme bench for many years. At his death members of the bar who had been associated with him in practice and who had practiced before him as a judge paid the highest tributes to his ability as a lawyer and his integrity and uprightness as a jurist. Among the remarks made on that occasion, none were more impressive than those of Judge Gantt, who said of him: "His familiarity with the great questions of constitutional and municipal law, questions involving the titles to land and the varied controversies to which commerce has given rise in the last two hundred years, was extraordinary. He had a wonderful facility of reference to the discussions and determinations of these questions by the great men of the past, as well as of modern days. He was not fond of the strife of jury trials, but the controversies which he elucidated by his learned and logical arguments directed to the judges, both of the courts of first instance and of last resort, will, in number and magnitude, compare



Hon. Alexander Hamilton.

advantageously with those conducted to a successful close by any of his brethren. In blamelessness of life, in that sweet courtesy which sheds a charm over human intercourse, he was most exemplary. No one, young or old, I venture to say, has ever had to complain of asperity, of any disregard by him of the amenities of life. But he was particularly studious so to conduct himself as never to alarm the sensitiveness of his younger brethren, and no one who knew him can doubt that he would have felt keen pain if at any time he had been made to believe that he had inflicted on the least of these even an unintentional wound. He had a classical and cultivated taste; his memory was stored with the treasures of literature, and in the gratification of his taste for letters and the indulgence of his affections for a most amiable family, he found solace and refuge from his professional cares. Of that family he was deservedly the idol. Fond and affectionate beyond the usual measure, receiving and giving the pleasure which springs from the interchange of the kindly offices which embellish and elevate existence, it may be doubted whether anyone ever lived of whom the survivors among those who lately gathered around his hearth have fewer memories which they could wish to forget. Well might he be dear to that circle; for we, who knew him chiefly in what is ordinarily a field of contention, are bound to say, in the interest of truth, that the worst faults ever imputed to him were such as sprang from an over-anxious desire to avoid giving offense. Full of years and honors, he has passed to his rest, leaving a name of which his children may be proud, and a memory which his friends will fondly cherish." Judge Hamilton was an Episcopalian in his religious affiliations, and at the time of his death was one of the oldest members of Christ Church. He married Miss Julia Keen, who came of an old and aristocratic Philadelphia family. In the maternal line, Mrs. Hamilton was descended from the English family of Lawrences, and her mother's brothers were distinguished officers of the United States Navy. It was James Lawrence, her first cousin, who gave utterance to the sentiment: "Don't give up the ship, boys," immortalized among American patriots. Two children were born to Mr. and Mrs. Hamilton, Anna, who married Lewis Bailey, of Boston, and Virginia, who married Theodore Forster, of St. Louis. Both daughters are now residents of this city.

Hammer, Ludwig Frederick.—manufacturer, was born at Wuerttemberg, Germany, February 24, 1834, son of Ludwig F. and Frederica (Bichert) Hammer, who emigrated from Germany to the United States in 1854. His father was a mechanic in humble circumstances, and the son, after obtaining a limited education, was apprenticed to the organ-builder's trade. After mastering this trade he immigrated to the United States, crossing the Atlantic on the sailing vessel "Corinthian," which landed him in New York City at the end of a voyage of ninety-seven days. Compelled to seek employment at once, he worked first, after his arrival in this country, as a common laborer on the Pennsylvania Railroad, later in a coal mine at Lucerne, Pennsylvania, and still later at such work as he could find to do at Buffalo, New York, and Beachville, Canada. After this he learned the tanner's trade, and, upon coming to St. Louis in 1856, he found his first employment here in a tannery operated by John Hawes and located on Barton Street. Although he received comparatively small wages during these years of his young manhood, he managed to save something, and in 1862, began business for himself as lessee of what was known as the "New Bremen Tannery." He made a success of this venture, but was compelled to abandon it on account of its injurious effect upon his health. While striving to regain his physical vigor he could not afford to remain idle and turned his attention to the art of making daguerreotypes and photographs, then in the infancy of its existence. After a time he became general manager of the establishment with which he had become connected and retained that position until the year 1869, when he established a photograph gallery at the corner of Rutger Street and Broadway. He had, to begin this business with, a cash capital of $300, and such good use did he make of his means and his knowledge of the photographic art that in 1871 he was able to open a handsome and well-equipped gallery at the corner of Carroll Street and Broadway, which he conducted successfully for eighteen years thereafter, a comfortable fortune being the reward of his labor and enterprise. In 1889 he leased a block of ground at the corner of Marine Avenue and Broadway, and erected

thereon a building which was devoted exclusively to his photographic business, which he continued until 1891. In that year, in company with William J. Althans, he organized the Hammer-Althans Manufacturing Company, for the manufacture of photographic dry plates, of which he became president and treasurer. Mr. Althans withdrew from the company a year later, and other changes in the personnel of stockholders and minor officials have since taken place, but Mr. Hammer has continued at the head of the business thus founded, which is now conducted under the name of the Hammer Dry Plate Company. The enterprise has proved an exceedingly profitable one, and the products of the Hammer Dry Plate Works now find a market in almost every city and town in the country. During the Civil War Mr. Hammer had military experience as a member of the Tanners' Company of Home Guards. In politics he is a Republican, and he is a Presbyterian churchman. He is connected with fraternal organizations as a member of the Masonic Order, and has been treasurer of Meridian Lodge, of St. Louis, for ten years. He married, in 1862, Miss Julia M. Fath, of St. Louis. Their living children are Henry William Hammer, Julia M. Hammer, Ludwig F. Hammer, Jr., Emma M. Hammer, Ida Hammer, Annie D. Hammer, Oscar Hammer and Otto W. Hammer.

Hammond, Samuel, was deputy governor of the District of St. Louis under Governor William Henry Harrison, of Indiana Territory. Hammond was an old-school Virginia gentleman, who had a home remarkable for being built in the Virginia style, and who was noted for his generous hospitality. He entertained royally during the time that he acted as governor, and aided materially in popularizing the new regime with the French settlers.

Hammond's Spring.—A large spring in what is now the central western portion of the city, which was one of the three principal sources of water supply for Chouteau's Pond.

Hammond, William G., lawyer and educator, became identified with the history of St. Louis in 1880, when he accepted the position of dean of the St. Louis Law School, a department of Washington University. He served in that capacity until his death, in April, 1894, having become in the meantime closely identified with the educational interests of the city and well known to the bench and bar.

William Gardiner Hammond was born at Newport, Rhode Island, May 3, 1829. Of his youth little is known at this time except that he entered Amherst College, graduating in 18[illegible] and taking the degree of master of arts in 1852. He entered the profession of the law and began practice in the city of Brooklyn, New York, entering at that time into the study of the historical sources of the law and the jurisprudence of continental nations, which afterward made him noted throughout the world. His health failed, and he traveled abroad for a number of years, acquiring there an intimate knowledge of the civil law and of comparative jurisprudence. He studied at Heidelberg during a portion of this period, and no doubt there acquired his intimate knowledge of foreign languages which served him usefully in his later works of investigation.

In 1863 he returned to this country and engaged in the practice of law in the city of Des Moines, Iowa. He was married in 1866 to Miss Juliet Roberts, daughter of Rev. William Lewis Roberts, D. D., of New York. In 1867 he became connected with the Iowa Law School, in fact, having established that school as a private institution in connection with two well-known men, George C. Wright and Chester C. Cole, the school being incorporated with the State University of Iowa as its law department. Dr Hammond was placed at the head of the institution. His success was great, and the position which he obtained through this work and in connection with his published books, soon gave him a national name as an educator in the law. In 1880 he resigned his position in the State University of Iowa and accepted that of dean of the St. Louis Law School, where his reputation as a learned lawyer and experienced educator had preceded him. In 1870 the Iowa State University conferred upon him the title of Chancellor. Later he received the degree of doctor of laws. In this city, after he took up his permanent residence here, he soon became well known and respected. His interest in the institution under his charge was close and effective, and as years passed and the many classes of graduating students scattered as practicing lawyers throughout the city and

Alex H. Handlan

State, he came to be closely identified with all the interests of the legal profession throughout this and neighboring States. He retained his friendship and influence with the Iowa State Law School throughout the remainder of his life, making frequent returns for the delivery of lectures and addresses and keeping in close touch with the many members of the bar who owed their professional training to his care. Although what has been stated comprehends chiefly the respects in which Dr. Hammond was best known in this and neighboring communities, and might well be the sole basis for the personal friendship and respect which he inspired in the ranks of the legal profession, it was as a writer upon the law and a profound student of jurisprudence that Dr. Hammond is best entitled to be remembered.

From the beginning of his career he made himself recognized as an authority upon legal subjects, and as a careful and thorough writer. In the period between 1860 and 1865 he contributed liberally to numerous literary and scientific periodicals, among them being Putnam's, Harper's, Continental Magazine and the Round Table. In 1865 he prepared a digest of the Iowa Reports, continuing in that respect the prior work of Honorable John F. Dillon. In 1867 he began the publication of the "Western Jurist," and was the chief editor of that magazine until 1870. He wrote "An Introduction to Sander's Justinian" in 1875, a work which became widely known abroad. It was afterward published separately under the title of "A System of Legal Classification of Hale and Blackstone in its Relation to the Civil Law." In 1880 he published an edition of Lieber's Hermeneutics. In 1890 he published an edition of Blackstone's Commentaries, with elaborate notes, which amount in themselves to a remarkable commentary on the history of the common law. He lectured at times at the law schools of Boston University, University of Michigan and elsewhere. At the time of his death he was a member of the American Bar Association and chairman of the committee upon legal education.

Dr. Hammond was a man of most remarkable learning. Although his style of expression was simple and clear, he impressed his hearers and readers with the vast accumulation of information upon the subjects of which he spoke or wrote. His discussion of points of law, with either student or practitioner, showed familiarity with fundamental principles and historical reasons quite beyond the scope of ordinary knowledge or inquiry. There is, perhaps, at this writing no living lawyer in America who can equal his qualifications in such respects.

He readily translated from the writings of Latin, Greek, French, German and Spanish authors. His command of English was perfect. From his habit of exactness and thoroughness of preparation and expression, his manner of address was deliberate and his words well chosen. His personal bearing was exceedingly pleasant and his relations to the students who came under his supervision was personal and fatherly. Both mentally and morally he was a man of the highest character and usefulness. The city of St. Louis may well be proud to have numbered him among its citizens.

Handlan, Alexander Hamilton, was born in Wheeling, Virginia, April 25, 1844, son of Captain Alexander H. Handlan, for many years well known to the people of St. Louis, through his connection with the river trade. The elder Handlan was engaged in the river trade when steamboating was in the heyday of its prosperity, and was a popular old-time pilot and captain. He was for several years part owner of the famous steamer "Wing & Wing," which plied between Cincinnati and New Orleans, and served both as pilot and master of that boat. He died at Woodlawn, Missouri, on his son's farm, at the ripe age of eighty-three years, respected and beloved by all who knew him. The son was educated at Herron's Seminary, of Cincinnati, being graduated from that institution in 1861. Immediately thereafter he became connected with the Quartermaster's Department of the United States Army, and was stationed, the greater part of the time, at Nashville, Tennessee. After the war he went to Memphis, Tennessee, and connected himself with the wholesale boot and shoe house of his uncle, J. T. Handlan, by whom he was employed for some time as bookkeeper. Afterward he was engaged in planting and merchandising at Greenville, Mississippi, and laid the foundation of his business prosperity at that place. He removed to St. Louis in October, 1868, and became connected with the railroad supply house, of which Myron M. Buck was then the

head. After filling different positions in this establishment and demonstrating his superior ability as a man of affairs, he became interested in the business as a partner and soon afterward took almost entire charge of it, Mr. Buck being absent from the city much of the time. In 1895 he purchased Mr. Buck's interest, and since then has been at the head of one of the largest railway supply houses in the United States. This establishment has in its employ a small army of clerks, salesmen and assistants in various capacities, and operates throughout a wide expanse of territory. Fortunate in the conduct of this enterprise and in the accumulation of fortune as a result, Mr. Handlan has become interested in various other business ventures, chief among them, perhaps, being the establishment and ownership of storage warehouses, located in different parts of the city, convenient to the railroads and the wholesale trade. He is president and manager of the M. M. Buck Manufacturing Company; president of the Handlan Warehouse Company; president of the Marquette Trust Company, and a director in several other mercantile enterprises. He has also been vice-president of the Citizens Bank, is one of the owners and was the originator of the new Planters Hotel, and has operated extensively in real estate. He is a member of the "Noon-day," "Mercantile" and "St. Louis Railway" Clubs.

September 11, 1866, he married Miss Marie De Prez, whose parents settled at Nashville, Tennessee, at an early date, who was born in Paris, France, and comes of a distinguished French family.

Hanenkamp, Richard P., was born in Hagerstown, Maryland, in 1815, and died in St. Louis April 25, 1899. He was for many years a prominent merchant, being senior member of the house of Hanenkamp & Hynes. He was also president of the St. Louis National Bank, and, in 1878, was comptroller of the city.

Hanging, First in St. Louis.—John Long shot and killed his stepfather, George Gordon, at Long's Mill, in Bonhomme township, St. Louis County, June 26, 1809. He was convicted of the murder at a special term of court, held in August following, and sentenced to be hanged. The sentence was duly executed September 16, 1809, Long being the first man hanged in St. Louis, although the town had been in existence forty-five years at the time of this execution.

Hanick, Michael, was born near the town of West Port, County Mayo, Ireland, August 25, 1848, son of Owen and Bridget (Nolan) Hanick. His father, who was a farmer and mechanic, and who is still living in Ireland, was in comfortable circumstances and the son received a good education in the schools of the region in which he was brought up. While still a boy he became connected with the live stock trade, and in 1865 was sent to Liverpool, England, where he acted as a transportation agent until 1867. In that year he came to the United States, and soon after landing in New York made his way to the western portion of that State, where he entered the employ of a prominent and wealthy farmer living near Geneva. After spending a few months at this place, and learning something of the customs of the country, he went to the Marmora iron mines, in Peterboro County, Canada, and helped build a short stretch of railroad running from the mines to the Marmora River. After that he was for three years inspector of ores at the mines, and then went from there to Chicago, Illinois. He remained in Chicago one year, being employed there a portion of the time as foreman in street construction, leaving there to go to Joliet. Shortly after this he entered the employ of the Rock Island Railroad Company, and was engaged in track-laying on lines constructed in Iowa by that company until the year 1871. Thereafter he was identified with railway construction on the Burlington & Southwestern Railroad; the Springfield & Greenfield Railroad, in Missouri; and the Cuba & Salem Branch Railroad, until some time in 1873, when he established himself in the freighting business at Salem, Missouri. Before the close of the year he removed from Salem to St. Louis, and for two years thereafter was connected with the work of constructing the Eads Bridge Tunnel in this city. From 1878 to 1880 he was junior member of the firm of Cary & Hanick, general contractors, and engaged in the same business on his own account when this partnership was dissolved in 1880. In 1881 he formed a partnership with Timothy W. Scott, under the firm name of Hanick & Scott, and during this association the firm built the

Clayton & Forest Park Steam Railroad, the section of the "Frisco Railroad" between St. Louis and Kirkwood, and a portion of the Jacksonville & Southeastern Railway, and did much street construction work. In 1882 they completed a large levee contract in Bolivar County, Mississippi. Since that time Mr. Hanick has operated most of the time alone and has done a vast amount of public work in various parts of the United States. He has had much to do with the building of street railroads, street and sewer construction in St. Louis, and in almost every part of the city evidences are to be seen of his enterprise and executive ability. He built the Creve Coeur Branch railroad, the Bald Knob Branch of the Iron Mountain Railroad, the Lindell Street Railroad, and was engaged three years in the construction of the Terminal Railroad of St. Louis. He also built the Southern electric line to Jefferson Barracks, the Easton Avenue line from King's Highway to the city limits, the Jefferson Avenue line, the Meramec Heights line, the Chouteau and Euclid Avenue lines, and has done hundreds of thousands of dollars' worth of work for the city of St. Louis. More recently he has been engaged in the construction of levees on the Mississippi River, and at the present time, 1898, has a $90,000 contract for improvements of that character on the lower Mississippi, in Louisiana. For many years he has employed regularly a large number of men, and in his dealings with the laboring classes has shown the ability of a general, coupled with much of the kindness and consideration of the real philanthropist. As a result of his large contracting operations and sagacious investments, he has accumulated a comfortable fortune, and is numbered among the successful self-made men of St. Louis. Besides conducting a large business individually, he is vice-president of the Atlantic Quarry & Construction Company, and incidentally interested in various other enterprises. He is a member of the St. Vincent de Paul Society and of the Society of Knights of St. Patrick, is generous in his contributions to charitable institutions, and in all the relations of life fills the measure of good citizenship. Politically he is identified with the Democratic party, and his religious affiliations are with the Catholic Church. June 4, 1874, he married Miss Margaret McMahon, daughter of James and Ann McMahon, both of whom were natives of the "Emerald Isle." The children of Mr. and Mrs. Hanick now living are Owen, Annie, Michael, Frank H., Fidelis, Agnes, Florence and Joseph Hanick.

Hannibal Land Sale.—The town which has since developed into the city of Hannibal was laid out early in the year 1818, with Stephen Rector, Thompson Baird, Thomas Rector, William V. Rector, Richard Gentry and M. D. Bates as proprietors of the town site. On the first day of April of the same year the first sale of Hannibal town lots took place in St. Louis.

"Happy Hollow."— This name was given to a ravine commencing south of Spruce Street, and west of Fifth, and which was traversed by the waters drawn from Chouteau's Pond, after it had done service at the mill. The ravine was nicely shaded and was a favorite resort of the old-time colored servants, who not infrequently stretched their clotheslines and did the family washing in the hollow. They used sometimes to hold "bush meetings" there also, and these circumstances suggested the name which clung to the locality long after the primitive customs had been abandoned.

Harbor and Wharf Commissioner. An officer who has special charge of the construction and repair of dykes, wharf and levee and is specially entrusted with the execution of all ordinances relating to dykes, wharf and levee, steamboats and other river craft. He is appointed by the mayor, and holds office for four years. The office of harbor master was created in 1843, and the harbor and wharf commissioner is the successor to that official.

Harbor of St. Louis.—The charter of the city of St. Louis, adopted in 1876, in Article 9, Section 3, prescribes as follows: "The harbor of the city of St. Louis shall comprise the bed of the Mississippi River, its channels, sloughs, bayous, bars and islands from the mouth of the Missouri River to the mouth of the Meramec River," and further provides that "the jurisdiction of the harbor and wharf commissioner shall extend to all the lands, river banks and beach dedicated, condemned or belonging to the city for wharf purposes, and over so much of the Mississippi River and to the middle of the main channel thereof as lies immediately in front of the city

and over which the city has control." In treating of the harbor of St. Louis it will be almost impossible to confine ourselves to the Missouri side of the river front. The contour of the Illinois shore, the topographical conditions existing there, the trend of the river from the Chain of Rocks to Arsenal Island, the works that have been projected and partially completed during the last sixty years on the Illinois side for the fixation of the channel, and the protection of the harbor, the close relations that must always exist at this point in our interstate commerce, the growing importance of the transfer by river here, the elevator interests on both sides of the river, which are controlled by St. Louis capital, and the immense ferrying intercourse which has so closely united us for many years, all combine to emphasize the fact that in reality the entire river front from shore to shore is practically and commercially the harbor of St. Louis, notwithstanding the legal boundaries properly imposed under State and maritime regulations.

The harbor and wharf of St. Louis were formed for many years on a convex line, because St. Louis was originally settled on a convex bank of the river. As the commerce of the harbor developed, new alignments were projected and the old maps show that the river front of the city, just below Bissell's Point, and again south of Chouteau Avenue, to the old arsenal site is several thousand feet east of the landing places used previous to 1840. Historical statements of the conditions of the harbor one hundred years ago and for nearly half a century later reveal the fact that up to the later period a sufficient depth of water was always to be found in the river front of this city. Tradition has it that in the early history of St. Louis the river was so narrow that people could converse across it and men are now living who have told of their having done this in their boyhood days. Records now accessible and reliable show that at the commencement of the present century the river opposite Market Street was over 3,000 feet wide. It now has an average width of about 2,000 feet between the Eads' and Merchants' bridges, and for a short distance above and below these points. For many years after the landing of Laclede and the foundation of this city the harbor was used without any artificial improvements, and up to 1820 served all the requirements of the occasional craft or bateaux that came from the North, from the Ohio River and from New Orleans. No bars of any consequence had formed in the immediate harbor, and Bloody Island and Duncan's Island had not as yet shown their dangerous proportions to any extent on the surface of the unvexed waters of the harbor. It was only upon the arrival of the steamboat Pike, in August, 1817, that there was a distinct recognition of the fact that a navigable depth of water for the requirements of the increasing commerce of a large inland city should be secured, and that vigorous steps must be taken to prevent the impairment of the natural harbor, and to secure municipal or national aid to correct the damage done by floods and by the rapid changes of the channel, which occur in all silt-bearing rivers. The steamer above alluded to was the first that had ever come to the then small trading village, and was the forerunner of a marine commerce that has never been equaled in any inland port in the world. It was a happy and auspicious day for those who had the forethought to determine the future commercial greatness of our own prosperous city. The old voyageurs looked gloomily on the little steamer, as she rode the waters like a thing of life, and saw a possible future in which their loved bateaux would be mouldering at the wharves, and their merry boatsman's song be silenced forever. But as "men may rise on stepping stones of their dead selves to higher things," so these hardy, honest men and their descendants furnished for the future and rapidly developing marine commerce of the city a class of experienced boatmen who were indispensable in handling the long line of steamers that rapidly followed the advent of the little Pike. For twenty years after the arrival of the first steamboat in the harbor no improvements were made along the river front by the engineers of the War Department, the city providing all the funds that were expended in correcting the old lines and the impairment caused by the formation of immense sand bars and islands above and below the main front of the city, which was then regarded as lying between Market Street and what is now Washington Avenue. In 1837 the number of steamers that arrived and departed from this port was 195, with a carrying power of 23,000 tons. The advent of the steamboat, the coming of adventurous emigrants, the profitable increase in agriculture and trade demanded by a rapidly augmenting population, the spirit of

enterprise that had been infused into the mercantile and political affairs of the city by the admission of Missouri into the Union in 1821, all produced results that demanded new and extended facilities for the safe and speedy transaction of our maritime commerce. We are all proud of the work and achievements of the merchants and public men who have controlled and directed the advancement of St. Louis during this generation. But the foundation of this success was laid by men equally as intelligent, equally as shrewd and enterprising, and who, in their day and generation, were far in advance of many of those who think they are important factors in the affairs of today.

Originally not one foot of the valuable river front belonged to the city. Sixty years ago the extent of wharf under municipal control was very limited. The dedication of valuable portions of the wharf by those who held riparian rights, and the condemnation of a part, have resulted in the control under municipal ownership of a harbor and wharf that for years was the pride of those who controlled the immense steamboat interests of the Western navigable waterways. The merchants referred to above were those who owned and controlled the American Fur Company, and who civilized and made subject thousands of untamed savages, who built and directed hundreds of the finest steamers that ever walked the waters, and who extended the commerce of the Mississippi Valley into all the countries of Europe. It would be impossible to estimate, even approximately, the value of the products and the imports, foreign and domestic, that have sought the harbor of St. Louis since that bright August day, eighty years ago, when the steamer Pike was the advance agent of a commerce that was the main factor in advancing St. Louis from a little French village to the front rank of metropolitan municipalities.

Reference has been made to the peculiar topographical conditions existing along the river front. As commerce and the steamboat tonnage increased, attention was called to the shallow condition of the harbor and the impediments that the contest of forces on the river front had placed on the Missouri side of the river. An urgent demand arose for deeper water, and a permanent change in the irregular line of the wharf. The municipal assembly had authorized the engineers to expend a considerable sum of money for the improvement of the harbor and the construction of a work known as "Bischoff's Dyke," on the Illinois side of the river. They wisely realized that it would be impossible to continue the harbor improvements with municipal revenue alone, and as Congress had recognized the principle of improving the seaport harbors and the inland navigable waterways, an effort was made in 1834 to have the appropriation so made as to permit the War Department to extend its work to the improvement of the inland harbors of the Mississippi Valley. This being successful, General Chas. Gratiot, then chief engineer in the department, was instructed to carefully examine the river front from the Missouri River to the River des Peres, and his report, filed in the records in Washington, contains the following:

"In order to remedy the evil and render the channel permanent it will be necessary to arrest the present tendency of the current and throw the water on the right bank after it passes the gorge and so direct it below Bloody Island as to cause it to act on the bar. The first may be effected in one of two ways, the choice of which perhaps will depend upon the disposition of the people of Illinois. The first would be to erect a wing dam on the Illinois shore near the mouth of the Duvall slough, which returns to the river at the upper ferry landing. The dam should be constructed on a line drawn from the mouth of the slough tangent to the western side of Bloody Island, and extended sufficiently far to produce the desired effect. The second would be to erect a similar work on the Missouri shore just above the foot of Chouteau's Island, at a point about half-way between Burt's and Duncan's, to throw the body of the water into the large slough that passes to the east of Cascaret or Cabaret Island. This would wash out the channel and give the mass of the water a tendency to take the right bank after passing the gorge at the foot of the island, just at it now has a tendency to follow the Illinois shore. If it should be found that the bars in front of the city are of sufficient consistence to resist the current thus created on the St. Louis shore, it will be necessary to erect a wing dam at the foot of Bloody Island. This dam should be constructed on the prolongation of the western face of the island, and continued gradually in a gentle curve parallel to the right bank, until the whole force of the water is made to act on the bar. One of the essential elements of this problem is the

preservation of Bloody Island. It will be proper, therefore, that its bend and western margin should be well fortified, the works for which should be conducted simultaneously with the construction of the upper dam."

This report brought directly to the notice of the War Department the condition of the harbor, and the question of its permanent improvement. A report of the street commissioner of St. Louis, made in 1836, was also sent to the engineers' bureau, and a memorial was addressed to Congress, asking for an appropriation for the removal of the sand bar obstructing the harbor of St. Louis. An appropriation of $15,000 was made "for the construction of a pier to direct the current of the Mississippi River, near St. Louis." The city authorities having declined to execute the work under the appropriation, Captain Henry M. Shreve was directed to take charge of the project for the construction of the pier and nominate a suitable person to superintend the construction. Shreve advised that operations be deferred until spring of the next year, and recommended that the appropriation be increased to $50,000. The city council adopted a memorial to Congress in 1836, asking for an additional appropriation, expressing the fear that the harbor would be totally destroyed because of the increase of the bar in front of the city. Congress granted the additional sum asked for, making a total amount of $50,000 available for the work. On June 9, 1837, General Gratiot conferred with the city engineer and stated that a survey must be made extending to the Missouri River. In August, 1837, Lieutenants Robert E. Lee and M. C. Meigs, Corps of Engineers, United States Army, arrived and commenced the survey. In his report and plan furnished the War Department on December 6, 1837, Lieutenant Lee estimated the cost of the improvement at $158,554.

On October 24, 1838, he made his first report to the Secretary of War of the work done in the harbor. It consisted of a dam built of piles and brushwood, extending 594 yards from the shore, extending 600 yards south and reaching to the foot of Market Street. Fifty thousand dollars had been appropriated for the work, and, although good results were immediately perceptible, Congress refused to make further appropriations, and the city of St. Louis, after a conference with Lee, appropriated on October 30, 1838, the sum of $15,000, which amount was expended under the direction of Lieutenant Lee. The money was never refunded to the city by the general government. No further work was done by the United States engineers for over six years; the city in the meantime having expended nearly $30,000 for work mainly done on the Illinois shore. In 1844 an appropriation of $25,000 was made by Congress, but there is no record of the amount ever having been expended on the harbor. From 1844 to 1876, a period of thirty-two years, no appropriations were made by the government for the improvement of the harbor, the city in the meantime expending a large amount of money in the construction of Bischoff's Dyke and other necessary works. The work done by the government since 1876 was above the city limits, as they were defined up to the year 1876, and on the Illinois shore for the closing of Cahokia Chute, and the protection of Arsenal Island. The Venice dyke has been repaired within the past ten years, and this closed the work done in the river at St. Louis and above and below it for ten miles in each direction up to 1890. There is on file in the records of the harbor department a copy of the survey forwarded by Lieutenant Lee to Washington in 1837. Comparing it with those made within a short time, the singular fact is shown that the obstructions and dangers to our local marine commerce are almost identically the same as those existing a half a century ago. The location and physical proportion of the sand bars remain practically unchanged, and far stronger reasons prevail now for the solution of the problem looking to their removal than ever prevailed before. This, too, is in the face of the fact that in 1890 a large appropriation was obtained from Congress through the rivers and harbors committee for the narrowing of the channel and the deflection of the current from the east to the west side of the river. This money was expended in constructing spur dykes on the Illinois side under the direction of Major A. M. Miller, Corps of Engineers, United States Army, who was one of the best friends the city ever had so far as river and harbor improvements were concerned.

The records of the War Department contain many items of historical value to the commercial community of St. Louis, and some are reproduced here, copies of letters that passed between the resident engineer of the War De-

partment and Colonel J. B. Moulton, of this city, one of the best public officers that ever presided over a municipal department:

"ENGINEER'S OFFICE, UNITED STATES ARMY.

"ST. LOUIS, August 29, 1872.

"Dear Sir: Is there any probability, present or future, that the line of St. Louis wharf, northern, will be changed so as to include any of the sand bars now in front of it—that is, changing it from a straight line into a curved one?

"If any such change is likely to be made we should know it now, as it would materially affect the location of the works to be commenced in Venice Bend.

"Very respectfully,
"Your obedient servant,
"W. F. RAYNOLDS,
"*Lieutenant Col. of Engineers, U. S. A.*

"Colonel J. B. Moulton,
"City Engineer, St. Louis."

"ST. LOUIS, MO., Sept. 19, 1872.

"Sir: I have received your letters of dates August 29th and Sept. 9th, which would have been answered sooner if I had been in the city.

"In the matter of changes in the present wharf line as established by law and city ordinances extending along the river in front of the city, my opinion is that no changes will be made where it is improved, and the probabilities—which may, I think, be regarded as certainties—are that no changes will be made where the longitudinal dykes are now made.

"My reasons are that the city has at great expense made the longitudinal dykes, paved and macadamized the slopes on the wharf, and built the sewers to low water mark, so that in extending them further into the river the grade of fall could not be preserved and they could not wash out. There are other reasons which would make the cost of change very great.

"Besides this, if the stone dykes on the east side of the river be extended westwardly so as to contract the river to about 1,500 to 1,600 feet, and raised higher than they are at present, particularly the one known as "Bischoff's Dyke," and "Long Dyke," we are of the opinion that the water in our harbor from Bissell's Point to the coal dyke, and as far below as the deep channel will affect it, will be deep and permanent. I am authorized to say that the chairman of the city council committee on harbor fully endorses this opinion and is of the belief that all the members of the committee and of the city council take the same view of the question.

"Respectfully,
"J. B. MOULTON,
"*City Engineer.*

"General Raynolds, U. S. A."

"ENGINEER'S OFFICE, UNITED STATES ARMY.

ST. LOUIS, MO., September 17, 1872.

"General: Our examinations in the vicinity of the water works for the purpose of projecting the improvements in this harbor have developed the fact that since our last surveys the authorities controlling the water works have been making quite extensive improvements—which indicate that the city authorities will be compelled to change the wharf line in the northern part of the city. A heavy stone revetment has been placed in front of the water works property, extending for a distance of about 1,450 feet above the inlet tower. This revetment has been placed in a straight line which, prolonged, makes an angle of over twenty degrees with the straight line established by the city as the wharf line below the inlet tower. The two parties seem to have been working independently; the result is the angle as stated. The accompanying sketch shows the condition of affairs. The straight line of the city wharf produced, it will be seen, strikes to the westward of Cabaret Slough, showing, I think, that it was established when it was thought the water would be thrown into the channel by Long Chain Dyke. This expectation having failed, the suitableness of the line as established fails with it, and I can not but believe that the time will come when the city will be compelled to change that line somewhat as indicated by a red line on the sketch.

"Some time since in conversation with the city engineer he intimated to me that such would be the case, whereupon, on the 29th of August, I addressed him an official note asking as to the probabilities of such a change being made. As yet I have received no answer to my question. As the matter presents itself to my mind we have two parties, the city and the water works, working independently

and between them a serious engineering blunder has been committeed, and now they are waiting for the general government to step in and perpetuate the error.

"I therefore ask authority to change the proposed plan of operations, and, instead of extending the Long Dyke, to build another dyke between it and what was the head of Bloody Island.

"It is true the board of engineers proposed to leave the erection of this dyke until the effect of the extension of the Long Dyke was known, but I can not doubt that it would even in that case be found necessary.

"Its effect will probably be quite as great to remove the lower and most troublesome part of the bar above the elevator as the extension of the Long Dyke. Its erection now instead of the extension of the Long Dyke leaves the question of rectifying the mistakes already made an open question.

"Very respectfully,

"Your obedient servant,

"W. F. RAYNOLDS,

"*Lieutenant Colonel, Corps of Engineers.*

"Brigadier-General A. A. Humphreys,

"Chief Engineer, U. S. A."

The foregoing correspondence details briefly the projects that the city had formulated for the protection of the harbor from Bissell's Point northwardly to the Chain of Rocks. This portion of the harbor was then, and is now, known as Sawyer's Bend. It obtains its name from the number of saw logs, stumps and uprooted trees that lodged along the sand bars in that locality, and that still find a lodgment there. The War Department and the municipal authorities expended hundreds of thousands of dollars on the revetment of the shore and the deflection of the current for the purpose of securing a safe channel for the marine craft and the immense cargoes of lumber that came to the city from the North and West. This expenditure accomplished no permanent good because for years this section of the harbor has been a menace to commerce and a reproach to the War Department because of its failure to recommend appropriations for its correction and betterment. A few historical facts will show what would have been avoided if the advice of Lieutenant Robert E. Lee had been followed in 1839.

From the upper mouth of the Missouri to the foot of North Market Street there are now lying under the silts and sands the wrecks of over sixty boats and barges. Many of these steamboats were the largest, best equipped and speediest that ever walked the navigable waterways of the country. They were in reality marine palaces such as this generation has not seen. Sawyer's Bend was the fatal locality where nearly all these splendid craft foundered and settled under the shifting sands of the treacherous channel. Among the boats that were lost many now living will recall the following:

"York State," "Southerner," "Mary Blair," "Highland Mary," "Grace Darling," "Alleghany," "Federal Arch," "C. Buln," "Yuba," "Baltimore," "Jno. B. Carson," "Philadelphia," "Edinburg," "Challenge," "Moderator," "Nebraska," "Sioux City," "White Cloud," "Omaha," "New Admiral," "Geneva," "Warsaw," "Empire City," "Governor Sharkey," "Sub-Marine No. 13," "Saranac No 2," "War Eagle," "Ben Johnson," "Gerard B. Allen," "Fanny Scott," "Henry Adkins," "Columbia," "Silver Bow," "R. J. Lockwood," "Wild Duck," "Nile," "Victoria," "Champion," "Blue Lodge," "Calhoun," "Alma," "Central City," "Rover," "Salvor," "J.W. Garrett," "Hudson," "Beaver," "Jno. P. Keiser," "Pacific," "Lulu Worth," "Cornelia" and "Badger State."

The above were sunk between the years 1855 and 1888. In addition to these there were twenty barges lost north of Bissell's Point within the same period. No record was kept of the "Sawyer," or cut lumber rafts that were lost south of Alton, but it has been estimated that the aggregate value was over $4,000,000. Only two of the above-mentioned boats, the "Calhoun" and "Alma," were raised. The bones of all the others lie many feet beneath the sands petrifying under the action of the waters. The actual loss in marine property to the merchants of St. Louis by the sinking of these boats was over $10,000,000.

It is a sad commentary upon the action of Congress, in its failure to provide adequate means for the removal of the cause of these disasters, and the general policy of making only dribbling appropriations for river and harbor improvements, that after 1860 few, if any, of these marine palaces were replaced with others. Many of the owners in the loss of this property lost not only all they had, but

also lost courage because of the increasing dangers to the marine commerce of the immediate harbor of St. Louis. To add to the pathetic story of these disasters, many of them fatal to life, it might be stated in passing that during the period named above fifty-five splendid steamers were destroyed by fire within the charter harbor of the city. The hulls of many of them lie just outside of the present water line, and form the retaining dyke for the granite wharf. Many of the grandfathers and grandmothers of to-day will remember with varying emotions their bridal trips on the "James Howard," the "Leviathan," the "Bismarck," the "Grand Republic," the "Carrie V. Kountz," and others equally as grand. It will be noted above that the term the "upper mouth of the Missouri" is used. This is done advisedly, because of the fact that within the past forty years that river, where it empties into the Mississippi, has changed its location four or five times, and its present mouth is several miles south of the one that existed a few years ago. Opposite these various mouths, and for one mile southward many of the disasters named above occurred. The outpouring of the Missouri waters was swift, the eddies and currents were treacherous, and the snags and other obstructions so numerous at that point that unusual care was necessary in order to avoid the fatal places.

The conditions that existed in Sawyer's Bend forty years ago exist practically to-day, and are still a serious menace to the marine commerce of the city, with the added dangers to the important municipal and railroad interests that have grown with the requirements of the water supply and the transportation demands of a great metropolis.

Every engineer, national and municipal, who has had charge of the improvement of the harbor has contended that the work should be commenced north of the city and extended southward, in an almost direct line from the Chain of Rocks. Their plans involved regular and parallel shores on both sides of the river and the regulation of its bed above the city so as to deflect the water in a direct line along the Missouri side. If this had been done there would be no marine graveyard in Sawyer's Bend to-day. In 1887 the harbor commissioner made a survey of the river front from Washington Avenue to Bissell's Point, and he found the same conditions existing as were described by Lieutenant R. E. Lee in 1837. If the proper improvements were made in Sawyer's Bend now the harbor would be permanently improved, and all the land that formerly belonged to owners would be reclaimed. Putting entirely aside the question of re-establishing the former shore lines the present rapid erosion must be stopped or great damage will be done to the railroad terminals now being constructed there. The water department, too, may be confronted with the similar problem of retarding the encroachments of the mouth of the Missouri on the immediate site of the new water works and the caving of the banks along which the new conduits are constructed. The impairment of the western shore of the harbor in Sawyer's Bend has reached that stage where revetment will not meet the danger. A system of spur dykes should be adopted and constructed, extending from a point just below the new inlet tower to Bissell's Point or, at least, to East Grand Avenue. The concave condition of the shore must be changed to a straight line. This would involve the gradual demolition of Cabaret Island. The river should be canalized to a uniform width of 1,500 feet from the Chain of Rocks to the Merchants' Bridge. If the waters in Sawyer's Bend could be rolled backward as the waters of the Red Sea once were, the sands cleared away and the skeletons of our former palatial steamers photographed and sent to Congress, what a terrible object lesson would be conveyed from a spot that is now the worst marine graveyard in the world!

The present condition of the harbor is the result of the efforts and genius of men who became famous in all the affairs of a great and rapidly developing country. Among them were Robert E. Lee, the great Confederate chieftain; M. C. Meigs, the Commissary General of the United States; Thomas Hart Benton, for thirty years Senator from Missouri; Frank P. Blair, and in later years Colonel Chas. P. Ernst, Major A. M. Miller, Honorable F. G. Niedringhaus, and others. The harbor commissioners, who for twenty years labored zealously for the improvement of the harbor and river, were Jas. C. Moore, Chas. Pfeiffer, John Alt, M. J. Murphy, Captain Dan Able and Chas H. Stone.

The amount expended in the harbor and on the wharf of St. Louis since 1837 exceeds $4,000,000, and of this amount the city has contributed from municipal revenue over $3,000,000, the War Department having ex-

pended through its local engineers about $1,000,000. This includes revetment works, spur dykes, dredging and the removal of obstructions.

A brief comparison of the harbor commerce of the city and a statement of its growth will be of value to those who are interested in these statistics. In 1837, when the harbor was first attracting the attention of the War Department, the tonnage was as follows:

Steamers, 195; tonnage, 20,000; wharfage, $9,485.26. 1857: Steamers, 2,300; tonnage, 900,000; wharfage, $72,345.00. 1877: Steamers, 2,150; tonnage, 1,242,155; wharfage, $60,000.00. 1896: Steamers (enrolled), 192; tonnage, 11,390,717; wharfage, $80,000.00. Transfers in the harbor of St. Louis by the ferries and bridges: Tons, 8,081,416; coal, tons, 218,955.

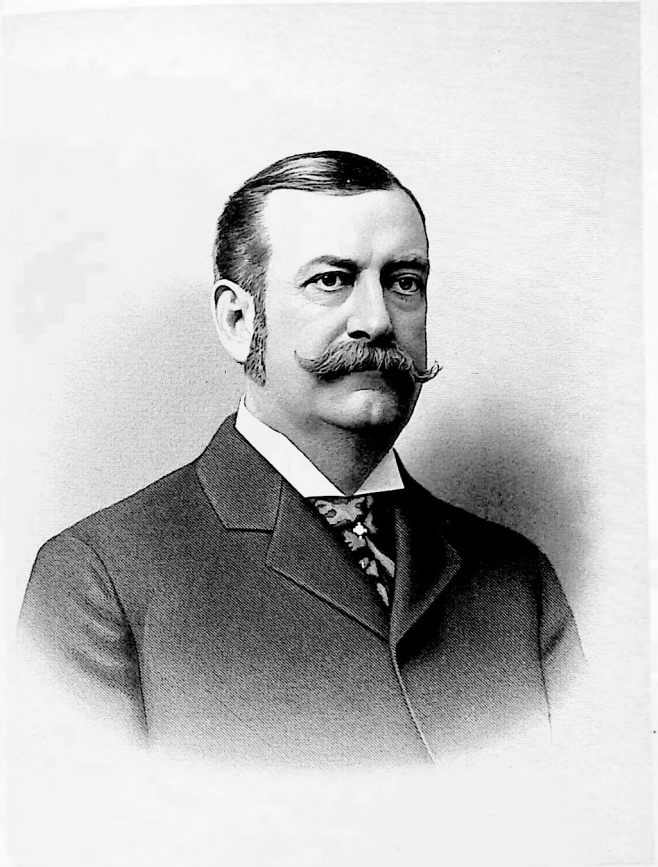
These comparative statistics show the rise of the marine commerce of the harbor of St. Louis for two generations.

"If these things are done in the green wood what will be done in the dry?" In the history of the great harbors of the world, the harbor of St. Louis, though the youngest, is entitled to a place of honor. Thirty years ago, 2,800 palatial steamers arrived and departed from our wharves in one year. The writer has seen over two hundred steamers lining both sides of the river, waiting for a place to load and unload. Utopian dreams have been indulged by those who look forward to a time when the navigable waterways of the West will regain their former proud position in the commerce of the Mississippi Valley before the advent of the railroads. Others, too, and the writer is one of them, think that by new appliances, and the adoption of methods suggested by our Merchants' Exchange, the Mississippi River can be made navigable for the largest steamers that ply to European ports. If this can be done who can blame the optimists and enthusiasts, who in these fair visions, see—

> "The heavens filled with commerce,
> Argosies of magic sails,
> Pilots of the purple twilight,
> Dropping down with costly bales."

M. J. MURPHY.

Harding, Russell, railway builder and manager, was born July 24, 1856, in the city of Springfield, Massachusetts, son of William H. and Mary E. Harding, the father a native of Massachusetts, and the mother of Virginia. He was educated in the public schools of Portland, Maine, and was fitted by a thorough course of training for the profession of civil engineering. His father, who was a member of the firm of Fuller & Harding, and who is now living at Portland, Maine, was extensively engaged for many years in railway building in Maine, Vermont, New Hampshire, Massachusetts, New York, Indiana, Illinois and the Canadas, and from 1880 to 1884 he was president of a Texas Railroad Company. Under the guidance of his father, who was an accomplished man of affairs, the son became connected with railway construction work in 1870, first, as an office boy in his father's office. A little later he became paymaster for his father, who was then engaged in contract work on the Portland & Ogdensburg Railway. From 1873 to 1876 he was connected with the engineering department of his father's business, and from 1877 till 1880 he was station agent, operator and ticketseller on the Portland & Ogdensburg line. From 1880 till 1883 he was assistant engineer, in charge of construction of the International & Great Northern Railway of Texas, and from 1883 until 1884 engineer and superintendent of construction on that line. From 1884 until 1886 he was resident engineer in charge of tracks, bridges and buildings on the same road. From January 1, 1886, to August 21, 1894, he was superintendent and engineer of the lines of the Missouri Pacific Railway Company, in Southern Kansas, with his headquarters at Wichita, Kansas. He then went to Grand Forks, North Dakota, as superintendent of the Dakota Division of the Great Northern Railway, and filled that position until March 1st of 1896. He then became general superintendent of the Western Division of the Great Northern Railway, at Spokane, Washington, and was thus engaged until February 15, 1897. From that date until November 1, 1898, he was general superintendent of the Great Northern system, at St. Paul, Minnesota. He was then made vice-president and general manager of the St. Louis Southwestern Railway, and this brought him to St. Louis. January 6, 1899, he was elected president of the St. Louis Southwestern Railway Company of Texas. As the chief official representative in St. Louis of this great railway system Mr. Harding is a conspicuous figure in the railway circles of the city and his long connection with Western railroads has made him



R Harding

widely known. Few men in the railway service have a broader or more thorough practical knowledge of everything pertaining to railway management, and his advancement from one position of responsibility to another of greater responsibility has been a systematic progression which is the best evidence of his capability. While living in New Hampshire he served at one time as a member of the Legislature of that State, but with this exception he has held no political office. In 1887 he married Miss Isabel Rowsey, daughter of Charles A. Rowsey, of Toledo, Ohio. Mrs. Harding's father, who was one of the early settlers of Toledo, and who served as a captain in the War of the Rebellion, is still living in Toledo, being at this date, 1899, eighty-four years of age.

Harding, Chester, artist, was born in Conway, Massachusetts, September 1, 1792, and died in Boston, April 1, 1866. His family removed to Caledonia, New York, when he was fourteen years old and he was early thrown on his own resources for support. Going to Pittsburg, Pennsylvania, he eventually became a house painter, and had worked at this occupation a year when his acquaintance with a traveling portrait painter led him to attempt art. Having succeeded in producing a crude portrait of his wife, he devoted himself enthusiastically to the profession. He painted several other portraits at Pittsburg, and then went to Paris, Kentucky, where he finished one hundred portraits in six months, at twenty-five dollars each. After receiving slight instruction in Philadelphia he established himself in St. Louis, and was one of the earliest portrait painters to make his home in this city. In August of the year 1823 he went to London, England, and spent the three years following in studying and painting in that city. He then returned to the United States and established himself in Boston, where he became very popular as a portrait painter. In 1833 he went to England again, and after spending some time there returned to this country and made his home in Springfield, Massachusetts. After that, however, he frequently spent his winters in St. Louis, and painted a number of portraits of the most prominent people of the day then residing in this city. At different times many of the most distinguished men in the United States sat for him, and among others he painted portraits of James Madison, James Monroe, John Quincy Adams, John Marshall, Charles Carroll, William Wirt, Henry Clay, John C. Calhoun, Washington Allston, the Dukes of Norfolk, Hamilton and Sussex, Samuel Rogers and Sir Archibald Allison. His last work was a portrait of General William T. Sherman. His portrait of Daniel Webster is now in the possession of the bar association of New York, and that of John Randolph is in the Corcoran Gallery at Washington, D. C. He wrote "My Egotistography" which has been printed but not published. All things considered, he was one of the most distinguished portrait painters America has produced, and St. Louis is proud to have numbered him among her resident artists.

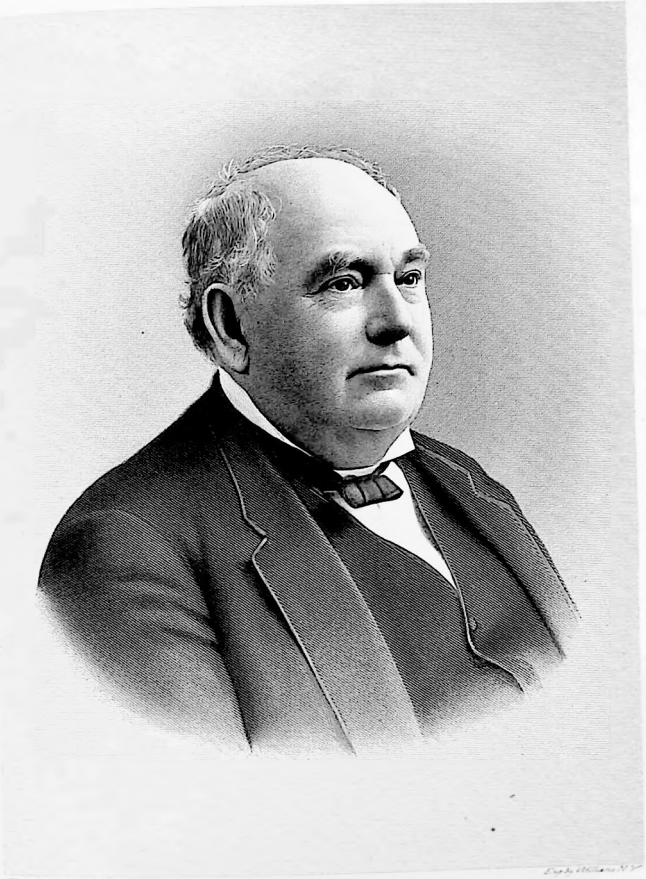
Harding, Chester, lawyer, was born in 1826, in Northampton, Massachusetts, and died in St. Louis, in 1875. He was a descendant and namesake of Chester Harding, the artist, and came of an old New England family. After graduating at a New England college he began his law studies in St. Louis, under the preceptorship of Judge John M. Krum, of the circuit court, who was his brother-in-law. After studying for some time in Judge Krum's office he went to Cambridge, Massachusetts, and there entered the Harvard Law School, from which institution he was graduated at the end of a full course, in the class of 1850. In 1852 he returned to St. Louis, and, forming a partnership with Judge Krum, soon acquired an enviable reputation as a practitioner of law. The firm of Krum & Harding continued in existence until 1861, when the breaking out of the Civil War temporarily diverted Mr. Harding from professional pursuits. His inherited tendencies, education and training made him an ardent Unionist, and, volunteering his services in defense of his country, he was commissioned a colonel of volunteer troops. When General Lyon took command of a brigade, Colonel Harding was assigned to duty on his staff, and for some months prior to the arrival of General Fremont, in 1861, he was in command of the United States military forces at St. Louis. After that he was in active service in the field until the close of the war and gained distinction for his gallantry and ability as a commanding officer. At the close of the war, he returned to St. Louis and resumed his practice of the law, and held a prominent position at the bar until his death.

He was a chivalrous gentleman as well as an able lawyer, and the esteem in which he was held by the bar was demonstrated by its adoption of a series of highly eulogistic resolutions and the attendance of the bar at his funeral in a body. He had endeared himself during the years of his residence in St. Louis after the war, especially to the veterans of the Union Army, and at his death the survivors of that conflict were among the sincerest mourners who followed his remains to their last resting place. One of these comrades in arms and also a brother lawyer, distinguished as lawyer, soldier and statesman, Colonel James O. Broadhead, presided at the meeting of the bar at which appropriate action was taken on the death of Colonel Harding. On that occasion several addresses were made by prominent members of the bar, all of whom united in paying the highest tributes to Colonel Harding's ability as a lawyer, to his patriotism as a soldier and to his admirable qualities as a man and a citizen. A son of New England, he revered the history and traditions of the region in which he was born and brought up, but was none the less loyal to Western interests and to the city in which he spent nearly all the years of his manhood in the practice of an honorable profession and the building up of a good name.

Hardware Trade.—The existence in St. Louis of two very large hardware houses —two of the largest in the country—confirms the claim that the city is one of the most important hardware markets in the United States. One reason for this is that the city is situated so as to make the great and growing West and Southwest dependent upon it, and another is that the houses that lead the business have exhibited conspicuous enterprise and liberality in, first, building up the trade, and next, in meeting its demands and thereby retaining the hold on it. Supplies of hardware from St. Louis houses go not only all over the country between the Mississippi River and the Pacific Coast, but to the South, and east of the Mississippi River also, into regions which might be thought to be the exclusive domain of rival cities in the East and North. The trade, which is almost uniformly prosperous, was estimated in 1896 at $12,600,000 to $13,000,000.

Haren, William Augustus, manufacturer, was born June 19, 1854, in St. Louis, son of Charles and Josephine (Scherer) Haren. He grew up in St. Louis, received his early education in the public schools of this city and supplemented this course of training for a business career by attending, for a time, the Christian Brothers' College. For two years after leaving the college he clerked in the real estate office of Edward Haren, and for four years thereafter was in the employ of James M. Carpenter, a well known real estate dealer. In 1876 he went abroad, and, after making a tour of Europe for pleasure and observation, came back to St. Louis and became connected with the brewery of Samuel Wainwright & Company, for which his father was bookkeeper for nearly twenty-five years. He succeeded his father as bookkeeper for this company in 1880 and has since continued to be identified in a prominent way with the manufacturing plant which it controlled through successive changes in the personnel of the brewery operators. When this plant was sold to the English syndicate which organized the St Louis Brewing Association, Mr. Haren was, in 1889, made assistant manager of the brewery under the new organization. He was also elected a director of the corporation and still retains both positions. He is a practical business man, who has demonstrated his capacity in the conduct of the affairs committed to his care and in the management of a vast business which is much of the time left almost entirely in his charge. January 7, 1879, Mr. Haren married Miss Katie M. Byrne, niece of John Byrne, Jr., who was one of the pioneer real estate men of St. Louis. Their children are Catherine, Grace and William Haren.

Hargadine, William Anderson, merchant, was born near Frederika, in the State of Delaware, January 6, 1822, son of Robert and Nancy (Anderson) Hargadine. He spent the early years of his life on what was known as the "Anderson farm," near Frederika, an ancestral estate which is still in possession of his family. When he was sixteen years old and after he had obtained a good practical education, he left the farm and went to the little city of Dover, the capital of his native State, to fit himself for the business of merchandising. Forming a connection with a mercantile house in that city, he remained there four years, and then came to St. Louis



W. A. Hargadine

He arrived here in 1842, a young man twenty years of age, and began his business career here as a clerk in the dry goods house of John Warburton & Co. Later he was for some time in the employ of the old-time merchants, Powell & Robbins, and then entered the service of Crow, McCreery & Barksdale, then coming into prominence as a wholesale dry goods house. Here he became associated with very accomplished merchants, and it soon developed that the connection was mutually advantageous and agreeable. June 1, 1849, Mr. Hargadine and George D. Appleton were admitted to a partnership in the firm, the name of which was then changed to Crow, McCreery & Co., and under that name its business was conducted until 1875, although in the meantime some changes occurred in the personnel of the firm. Mr. Barksdale withdrew his interest in the house and was succeeded by Hugh McKittrick in 1854, and Mr. McCreery died in 1861, but his name was retained for several years after his estate had ceased to have an interest in the business. George D. Appleton withdrew from the firm about 1862. In 1875 the firm name was changed to "Crow, Hargadine & Company." In 1881 Edward J. Glasgow, Jr., became a member of the firm, and in 1885, after the death of Mr. Crow, its name was changed to Hargadine, McKittrick & Co. A corporation has since succeeded the co-partnership, and the Hargadine-McKittrick Dry Goods Company perpetuates the name and fame of the honored merchant who contributed so largely to the upbuilding of this great commercial establishment. Mr. Hargadine's connection with the house, known all over the West and Southwest, and regarded everywhere as a commercial institution of the highest character and standing, covered a period of more than forty years, and during all that time he was a conspicuous figure in the commercial circles of St. Louis. He was a potential factor in building up the vast business interest with which he was directly connected, and was, in addition, a man whose operations were beneficial to the whole city. Commenting upon his life work and his usefulness as a citizen, a city paper had this to say the day after his death: "The commercial eminence this city has attained is due in no small degree to William A. Hargadine." That this was the feeling of the community with which he had been so long identified, and especially of his contemporaries among the merchants of St. Louis, was shown by their action on the day of his funeral, when every wholesale business house in the city was closed as a token of respect to the man and his memory. His success as a business man was achieved by dint of persistent effort and close attention to his affairs, coupled with extraordinarily good judgment of both men and markets. He was an apt student of human nature, and in the vast dealings which brought him into contact with hundreds of people, he seldom made mistakes in his estimates of their characters and abilities. Born with the instincts of a merchant, he was fortunate in his early training and associations and in his later business connections, and developed into a man of broad views and superior qualifications for the business in which he was engaged. Outside of commercial affairs and in all the activities of life, he showed himself always the public-spirited citizen, interested in the welfare and happiness of his friends and neighbors, and solicitous for the prosperity of the city in which he lived. His good nature, unfailing courtesy and cordiality of manner left a pleasant impress upon those associated with him in the affairs of every-day life, lighted his own home with the sunshine of happiness, and attached to him, as with hooks of steel, the friends of a lifetime. As his wealth and resources increased, his activities were extended, and at the time of his death he was officially identified with the Boatmen's Bank, the Missouri State Mutual Insurance Company, the Venice & St. Louis Ferry Company, the St. Charles Car Company, of St. Charles, Missouri, and the Bellefontaine Cemetery Association. He had also been for many years a warm friend of the Missouri State militia, doing much to aid in perfecting that organization; and in earlier years he had been conspicuously identified with the St. Louis fire department. Numbered among the most helpful friends of Washington University, he contributed to the building up of that institution, and deserves to be classed among the popular benefactors of the city. His philanthropy knew no distinction of sect or creed, and his religious views were as broad and liberal as his philanthropy, his church affiliations being with the Unitarian "Church of the Messiah." His death occurred January 4, 1892, two days before the seventieth anniversary of his birth, and on the seventieth anniversary day his remains were laid to rest in

Bellefontaine Cemetery. In 1850 he married Miss Acrata Davidge McCreery, daughter of Dr. Charles McCreery, a distinguished physician and surgeon of Hartford, Kentucky. Two sons, born of this union, Phocion and Atreus, died before their father, and the members of his family who survived him were his wife and three daughters. The eldest daughter is now the wife of William H. Thompson, cashier of the Boatmen's Bank; the second is the wife of Edward J. Glasgow, Jr., vice-president of the Hargadine-McKittrick Dry Goods Company; and the third is the wife of Otto U. von Schrader, also of this city.

Hart, Oliver A., architect, was born at Norwich, Connecticut, February 13, 1814, and died at St. Louis, November 19, 1898. He received a good education in the schools of his native State, and after that received a thorough instruction and training in the profession of architecture and building, which he made the business of his life. In 1835 he started out from his home to seek his fortune and went first to Brooklyn, New York, and after a short stay there, went South and pursued his vocation at Mobile, Alabama. In 1837 he came to St. Louis, and, finding the conditions and prospects agreeable to his tastes and habits, settled down and made it his permanent home. He was at that time a young man, twenty-four years of age, of temperate and industrious habits, exemplary bearing and ambitious of advancement, and it was not long before these qualities, reinforced with a conscientious observance of engagements, invited that confidence of his fellow men which he enjoyed to the end of his long life and became the foundation of the success which crowned his business career. The first two years of his residence in St. Louis were spent in the employment of George I. Barnett, who afterward became prominent as an architect and citizen; but in 1839 he and a friend entered the field on their own account, under the firm name of Brewster & Hart. St. Louis was at that time, even while the whole country was yet prostrated by the collapse of 1837, giving indications of the growth and greatness that lay before it in the near future, and the new partnership soon had all it could attend to. It was prosperous from the start, and when, ten years later, the great fire of 1849 stimulated building operations beyond all previous experiences, the high position which Brewster & Hart occupied gave them such command of the favorable situation that they performed more than half of the work of rebuilding the burnt district. The partnership continued for nearly a quarter of a century, and when it was dissolved in 1853 Mr. Hart continued the business alone, and continued to command success. He built the Second Baptist Church, at the corner of Sixth and Locust Streets; the Centenary Methodist Church, on the corner of Broadway and Pine Street; the Presbyterian Church, on the corner of Fourteenth and Locust Streets; and the Presbyterian Church, on Walnut Street. All these church buildings have passed away, but they were notable places in their day and their congregations now have larger edifices in other parts of the city. Mr. Hart's earnestness and thoroughness in all that he undertook, and his sincerity and fidelity to all trusts committed to him provoked many calls for his name and his assistance in important business enterprises; and during the most active period of his life, he had his hands full of them, and acquitted himself with honor in all. He took an active and useful part in the Missouri Pacific Railroad in the discouraging early days of its history, and it was during the time he was a director in the company that the great road was completed and opened to Kansas City. He was a director in the St. Louis Gas Company, another famous and efficient institution, for twenty-five years, and was its president for ten years; and he was also president of the Western Mutual Fire & Marine Insurance Company for ten years. He took a leading part in organizing the Mechanics' Bank in 1857, and served on its board of directors for many years; and he was prominent and active in the organization and management of the Vulcan Iron Works, the Jupiter Works, and the St. Louis Ore & Steel Company. He was associated with Mr. Thomas Pratt, chief engineer of the St. Louis Gas Works, in the construction of the Kansas City Gas Works, which he owned for twelve years. Possessed of a vigorous physical and mental constitution, of temperate habits and cheerful disposition, Mr. Hart reached the ripe age of fourscore and five years—successful in business, blessed with an ample fortune, and enjoying in full measure the esteem and affection of the community in which he had lived, and which he had efficiently served for sixty years

Albert Harry

Harig, Albert, merchant and manufacturer, was born in Germany, January 14, 1826, and died November 3, 1892, in St. Louis. His parents were Frederick and Agnes Harig, high-principled people, in moderate circumstances in life, the father being a cabinet-maker by occupation. The son came to this country with his uncle when he was nine years of age, and obtained a limited education in the public schools of Baltimore, Maryland. Coming west from that city to Louisville, Kentucky, while he was still a child, he lived in the last named city until he was nineteen years of age. There he learned the hat-maker's trade and added somewhat to his educational attainments by attending night schools at different times. He came to St. Louis when he was twenty-one years of age, settling here in 1847. He worked at his trade for two years thereafter and then opened a hat store and manufacturing establishment, in company with Frederick Woesten, at the corner of Third Street and Washington Avenue. The style of the firm was Woesten & Harig, and their business grew steadily as a result of their thrift, industry and sagacious management. In 1862 Mr. Harig sold his interest in this establishment to his partner, and two years later opened another store near the corner of Fourth and Olive Streets. For eleven years thereafter he did business at this location, and then disposed of his mercantile interests, retiring from business with a comfortable fortune, which continued to grow in consequence of very judicious investments which he had made, from time to time, of his surplus means. Soon after he quit merchandising he revisited his native land and lived abroad for a year at that time. After his return to St. Louis he did not again engage in business, but gave his attention to the care of his estate until his death. His health was seriously impaired for some years before his death, and during this time he traveled extensively, both in this country and abroad, making five trips in all to the Old World. He was a merchant of sterling worth and high character and a self-made man, who, beginning life in St. Louis without means, accumulated an ample fortune without any adventitious aids and solely as a result of careful and intelligent operations in the field of commercial enterprise. A modest and unassuming man, he shrank from identifying himself prominently with public affairs, and although frequently solicited by the Democratic party, with which he affiliated, to accept official positions, he always declined political preferment. In religion he was a Catholic, and a liberal giver to philanthropic enterprises. July 30, 1850, he married Miss Harriet Whitaker, daughter of Samuel Whitaker, of St. Louis. Their only child, Amelia Harig, is now the wife of Frank E. Fowler, a prominent insurance man of this city.

Harney, William Selby, a distinguished general of the United States Army, was born in Davidson County, Tennessee, August 22, 1800, being the youngest of eight children. In 1818 President Monroe appointed him a lieutenant in the First Infantry, then stationed in Louisiana, and his first service was with the expedition against Lafitte, the pirate. In 1823 he was ordered to St. Louis, and in the following year accompanied General Atkinson and Major O'Fallon to the upper Missouri on a mission to treat with the Indians, who had been threatening an outbreak. At Council Bluffs, on his return, in 1825, he was promoted to a captaincy. He afterward spent some years in Wisconsin, where the Winnebagoes had been giving some trouble until overawed by the presence of troops. His most conspicuous military service in the North was during the Black Hawk War, where his courage won him great distinction. In 1833 he was appointed paymaster, with the rank of major. When the Seminole War in Florida broke out, he had been promoted lieutenant-colonel of the Second Regiment. In this war his bravery and gallant bearing brought him much credit, his experience with the Indians during his previous career giving him unusual advantages. Although the results of the campaign added but few honors to the officers engaged in it, Colonel Harney was an exception and was brevetted, April, 1841, for meritorious conduct in several engagements. At the beginning of the Mexican War he was promoted colonel of the Second Dragoons and placed in command of the troops guarding the Texas border. This position of comparative inactivity was galling to the dashing soldier, whose ambition was to be in the thick of the fight. Receiving instructions to report to General Scott, the latter ordered him back, and on his refusal to go he was court-martialed and sentenced to a six months' suspension, but this punishment was countermanded, and, rejoining his regiment,

Colonel Harney took part in all the leading engagements on the march to the Mexican capital, leading his dragoons in important reconnoissances and displaying unequaled intrepidity. At the storming of Cerro Gordo his valor was so impetuous and daring that he was, July, 1848, brevetted brigadier-general. From the close of the Mexican War in that year to 1852, General Harney was stationed in Texas and commanded several expeditions against hostile Indians. He was then furloughed to spend some time with his family abroad, but the Sioux Indians making warlike demonstrations, he was appealed to by President Buchanan to return and suppress the threatened war. This he did successfully, and negotiated a treaty of peace which was ratified by the United States Senate. Preceding the Civil War he was stationed in Kansas during the early part of the agitation over the slavery question, but later was ordered to Oregon on another mission of quelling Indian disturbances. On arriving at San Francisco, however, the British claim to the ownership of San Juan being then in controversy, he proceeded to Fort Vancouver and took possession of the island, greatly to the chagrin of the British, who had a fleet there for a like purpose, an act subsequently confirmed by the arbitration of Emperor William, to whom the question was submitted by the contending governments. When the Civil War opened General Harney was stationed at St. Louis. On his way to Washington, in April, 1861, he was detained by the Confederates at Harper's Ferry, but was released. In a letter immediately after, he wrote to a St. Louis friend, proclaiming his loyalty to the Union and imploring his fellow-citizens "not to be seduced by designing men to become the instruments of their mad ambition by plunging the State into the vortex of secession." But notwithstanding this and other evidences of his Unionism, General Harney was the subject, in his temporary absence, of the intrigues and denunciations of Captain Lyon, who had been left in command of the St. Louis arsenal. Lyon was a fanatic. In his view no one could be patriotic who was not thoroughly imbued with the anti-slavery spirit. Besides, he utterly ignored the idea of discipline, as applied to the treatment of officers of superior rank. Not only did he ruthlessly criticise the military capacity of those above him, but he was unsparing in the intemperance of his language concerning them. Although he knew that General Harney was on his way back to his post, he seized Camp Jackson, May 10, 1861, and precipitated an agitation of the intensest character, rather than miss the opportunity of distinguishing himself. General Harney's arrival a day or two after this bloody event served to quiet the people and restore peace. He issued, under date of May 14th, a proclamation, in which he pronounced the military bill passed by the Missouri Legislature a virtual secession ordinance and a nullity; avowed that Missouri must share the destiny of the Union; and declared that the whole power of the government would be exerted to maintain the State in the Union. The people knew his fidelity to the Union cause, but even those among them who may have sympathized with the other side were confident his authority would be used to suppress lawlessness and his influence exerted to repress excitement leading to disorder. General Harney remained in command until the 31st of May, when he was relieved by Captain Lyon, who had meanwhile been made a general. An extraordinary fact in this connection is that the order for General Harney's removal had been obtained from the War Department under date of May 16th, to be delivered or withheld at the discretion of parties in St. Louis. Mr. Lincoln was doubtful of the propriety of this order when issued, and is on record to this effect; but, nevertheless, General Harney was sacrificed to what were claimed to be the exigencies of the political situation. General Harney accepted the humiliation with true military subordination, though chafing under it with the injured pride of a soldier, and thenceforward was an exile from the service. He retired to the country around Jefferson, Franklin and Crawford Counties, where he owned large tracts of farming land and where he lived for several years after the war, until seeking, for his health, a more agreeable climate at Pass Christian, Louisiana. Before closing his public career, however, General Harney, whose character as a pacificator was so well known, was appointed a member, with General John B. Henderson and others, of the noted Indian Peace Commission of 1865, which laid out the Sioux Reservation. He was a personification of the motto: "Enemies in war, in peace friends," and was so recognized by the savages with whom he dealt. Physically General Harney was a magnificent specimen of manhood, tall,

straight, lithe of limb, handsome, strong, cheerful, considerate, affable. He was six feet three inches in height, and every inch a soldier. In January, 1833, he married Mary Mullanphy, a daughter of John Mullanphy, one of the pioneers of St. Louis. Their children were John M., Eliza and Anna B. Harney. Mrs. Harney died in Paris, in 1864, and the General again married, in 1885, the second wife being Mrs. M. Elizabeth St. Cyr.

Harris, William Torrey, eminent as an educator and present United States commissioner of education, was born at North Killingly, Connecticut, September 10, 1835. In the common schools and such academies as Phillips (Andover) he received his early education, and for two years and a half he was a student at Yale College in the class of 1858, but left before graduating. That institution, however, bestowed on him, in 1869, the degree of A. M., and in 1895 the degree of LL. D. In 1893 Brown University honored him with the degree of Ph. D. The degree of LL. D. was conferred on him successively by the University of Missouri in 1870, the University of Pennsylvania in 1894, and the Princeton University in 1896. His contributions to the educational exhibit of the United States at Paris, the "Saint Louis Annual School Reports," published in thirteen volumes, attracted such attention and commendation that he was tendered the honorary title of "Officier de l'Academie," signifying office of the educational system of France, the reports themselves being placed in the pedagogical library of the University of Public Instruction, then organized in the Palais Bourbon. In 1889 he also received the title of "Officier de l'Instruction Publique." In 1880 he represented the United States Bureau of Education at the International Congress of Educators at Brussels, and returning to America settled at Concord, Massachusetts, where he took a prominent place as member of the School of Philosophy. In 1889 he again represented the United States Bureau of Education at the Paris Exposition, and September 12th of the same year was appointed commissioner of education of the United States, and removed to Washington, D. C. Such a general and spontaneous recognition of scholarship has never fallen to the lot of another and involves distinction of the very highest order. It is a matter of peculiar pride to the people of St. Louis, in whose midst the foundations were laid for a celebrity so exalted. To this city he removed in 1857, where for twenty-three years he was teacher, principal, assistant superintendent and superintendent of public schools, holding the last named office from 1867 to 1880. During this period of superintendency he witnessed an increase in the attendance of the schools of from 17,000 to 55,000 pupils. Resigning in 1880 on account of failing health, Dr. Harris was, by the citizens of St. Louis, presented with a gold medal costing $500, and a purse of $1,000, in partial but grateful recognition "of his faithful and distinguished service." The impress he left upon the educational interests of the city was no less permanent than contemporaneously valuable. The history of the public school system of St. Louis, prepared by Dr. Harris for this Encyclopedia, recounts in plain narrative form the results accomplished during his notable administration. But not alone as a school educator were the uncommon acquirements of Dr. Harris displayed during his residence here. In 1866 he was the founder of the Philosophical Society of St. Louis. The "Journal of Speculative Philosophy," established by him in 1867, was the first attempt of its kind in the English language, and he has continued to edit and publish it without interruption. In 1870 he was president of the National Educational Association. Notwithstanding the pressure of other engagements since he removed from St. Louis, he has found time for an immense amount of scientific and literary work. For the American Social Science Association, of which he has been an officer for nearly twenty years, he has written many papers. He was assistant editor of "Johnson's Cyclopedia," contributing forty articles to the departments of philosophy and psychology. In co-operation with A. J. Rickoff and Mark Bailey he prepared the "Appleton's School Readers," and with Duane Doty, of Detroit, drew up for the Educational Bureau the first formulated "Statement of the Theory of American Education," indorsed by educators throughout the country. At present—1898—he is the editor of "Appleton's International Education Series." From his constant contributions to the foremost magazines, an "Introduction to the Study of Philosophy" has been compiled. He is looked upon as a most deeply versed and eminent expounder of German thought, and has recently

published "Hegel's Logic." This, with a commentary on "The Spiritual Sense of Dante's Divina Commedia," is ranked as marking an era in the history of mutual development in the United States. Appleton's "American Biography," from which portions of the foregoing sketch are taken, places them both "in the highest order of philosophic productions." In 1898 he published "Psychologic Foundations of Education," a volume of 400 pages on the psychology of school work, art and philosophy, and especially of the institutions of civilizations. A record of devotion to the subject of intellectual enlightenment so constant, so untiring, so steadily aimed, often hampered by physical discouragements, is itself a monument.

Harrison, Edwin, who has long been one of the most prominent citizens of St. Louis, was born in the year 1836, in the town of Washington, Hempstead County, Arkansas, son of James Harrison, known for many years as one of the most distinguished of Western manufacturers. The son came to St. Louis as a child, and when twelve years of age, through the friendship which existed between his father and the noted Jesuit missionary, Father De Smet, he was sent to Namur, in Belgium, where he attended school for several years thereafter. In 1851 he returned to St. Louis, and continued his studies for two years thereafter at Wyman's school. In 1853 he entered the Lawrence Scientific School, a department of Harvard University, where he studied mechanics and engineering, graduating in 1855. While in this school he was under the preceptorship of the distinguished educators and scientists, Agassiz and Asa Gray, and his training under the first named professor having especially qualified him for geological pursuits, he was appointed, in 1859, assistant to State Geologist G. C. Swallow, of Missouri. He served some time as assistant to Drs. Schumard and Norwood in the field of the Missouri Geological Survey, and then went to Santa Fe, Mexico, where he was engaged in merchandising from 1860 to 1862. He crossed what was then called the Great American Desert several times with trains of "prairie schooners," when antelope and buffalo were almost innumerable in that region, and when hostile tribes of Indians made the crossing of the plains always a perilous adventure. Among the acquaintances which he formed in those days were those of Sam Majors, of the old freighting firm of Russell, Majors & Waddell; Joe Walker, after whom Walker's River and Walker's Pass were named; Governor William Gilpin, of Colorado; General Canby, who was afterward massacred by the Modocs in California; Kit Carson, and other celebrities of that day. Returning to Missouri in 1862, he became head of the firm of E. Harrison & Co., manufacturers of pig iron, and soon took a leading position among the business men of the State. In 1870 he was elected president of the Iron Mountain Company, and of the Chouteau, Valle & Harrison Iron Company, owners of the Laclede Rolling Mills. About this time he was also one of the organizers and the first president of the St. Louis Smelting & Refining Company, and of its branch, the Harrison Reduction Works, located on the site of the present city of Leadville, Colorado. Mr. Harrison superintended the erection of these works in 1877, and it was this enterprise which gave birth to the town of Leadville. Harrison Avenue of that city, and the Harrison Hook & Ladder Company, also of Leadville, were both named in his honor. He was president of each of the above named corporations for a period of fifteen years, and at the same time engaged in many mining enterprises which caused him to travel over and become thoroughly familiar with the mineral resources of the vast region extending from the Columbia River to the interior of Mexico. The Hope and Granite Mountain mines, of Montana, were both enterprises with which he was identified from their inception. While the demands made upon him by his business interests have been of a most exacting character throughout his life, he has always stood ready to render any service which the public asked of him, and few citizens of St. Louis have rendered to the community services of greater value. Governor B. Gratz Brown appointed him to membership of the board of managers of the State Geological Survey, and by reappointment of Governors Hardin and Woodson, he served until the survey was discontinued. In 1876 he was appointed commissioner from the State of Missouri to the Philadelphia Centennial Exposition, but the pressure of other duties compelled him at that time to decline the appointment. In later years he has served as president of the society for the prevention of cruelty to animals, in St. Louis; of St. Luke's

Hospital Association, of the Mercantile Library Association, of the Missouri Historical Society, of the managing committee of the Manual Training School, and of other public-spirited organizations. He has also been one of the warm friends of Washington University and the St. Louis Fair Association, was for many years a director in each, and was one of the incorporators of the St. Louis Club. In the spring of 1897 he was nominated for mayor of St. Louis, but was defeated by reason of factional differences in the Democratic party, with which he has always affiliated, and in which he has wielded large influence. Mr. Harrison married, in 1873, Miss Laura E. Sterne, of Glasgow, Missouri, and two sons and a daughter have been born of his marriage.

Mrs. Harrison is a lady of social tastes and a high degree of literary attainment. She was an original member, and is at this time president, of both the leading literary clubs of this city—the Wednesday Club and the Dante Club. Her years of service in the management of the Episcopal Orphans' Home in various official capacities, and as president of the Humanity Club (now an auxiliary of the National Red Cross Society), testify to her activity and her altruistic nature.

Harrison, James, merchant and manufacturer, was one of the pioneers who left the strong impress of his individuality stamped indelibly upon the industrial and commercial history of St. Louis. He was a native Kentuckian, born in Bourbon County of the old commonwealth, October 10, 1803, son of John Harrison, a prosperous farmer and pioneer settler in Kentucky. He was of Irish extraction, from Northern Ireland, in the paternal line and traced his ancestry to English origin. With a rich inheritance of mental and physical vigor he grew up in the midst of environments which developed strength of character, resourcefulness and tenacity of purpose, and sent out into the various States of the Union, and particularly into the Middle Western States, a generation of history-making Kentuckians. His educational advantages were not all that he could have desired, but he made the best use of such as he had and crossed the threshold of manhood a self-reliant, observant and capable man of affairs. Two years before he attained his majority he came to Missouri and settled in the town of Fayette, Howard County, where he became associated with James Glasgow in commercial pursuits. He was thus engaged for several years, quickly familiarizing himself with trade conditions in the West and rapidly extending his trade operations. His business was not long confined to the locality in which he had established his home, but reaching out in various directions, he engaged in numerous successful ventures, prominent among them being the shipment of live stock to St. Louis, and of grain, also, by flatboat from St. Louis to New Orleans. During the years 1831-2 he traded largely in Mexico, extending his operations to the ancient city of Chihuahua and personally conducting expeditions, such as were undertaken only by men of high courage and in which only men of infinite tact and sagacity were successful. The vast expanse of country lying between the western border of Missouri and Mexico was then inhabited by Indians, many of whom cherished an undying hostility to the white men, and while engaged in this trade Mr. Harrison had some thrilling and perilous experiences, being at one time a member of a party of thirteen, all but two of whom, while traveling on horseback from the famous Jesus Maria silver mine to the city of Chihuahua, fell victims to a band of savage red men. From 1834 to 1840 he was engaged in merchandising in Arkansas, maintaining trading establishments in several different towns at the same time, which yielded to him and his associates rich returns. He became a citizen and resident of St. Louis in 1840, in which year he established his home and his business in this city. His experiences as a merchant and trader, coupled with the unusually keen perceptions with which nature had endowed him, had made him more familiar with the latent resources of Missouri than almost any man of his time. The mineral wealth of the State had especially attracted his attention and he looked to St. Louis as the natural center of the industrial activity which would result from the opening of the mines and the establishment of manufactories. His thorough knowledge of existing conditions and his intelligent forecasts of the future enabled him to associate with himself men of large means, and he thus became a pioneer in developing the iron industries of the city and State. In 1843 he became a third owner of the famous Iron Mountain property, and in 1845 organized the "Iron Mountain Company," as-

sociating with himself Pierre Chouteau, Jr., of St. Louis, and Felix Valle, and C. C. Zeigler, of Ste. Genevieve; F. Pratt, of Fredericktown; and August Belmont, S. Ward and Charles Mersch, of New York City. Numerous costly experiments attended the development of this property and the inauguration of a successful iron manufacturing enterprise in St. Louis, but, one after another, the obstacles in their way were surmounted, and Mr. Harrison and his associates became known far and wide as among the largest producers of iron in the world. The manufacturing firm in St. Louis was known as Chouteau, Harrison & Valle, and for many years this was one of the most famous establishments of its kind in the West. Naturally a man of great public spirit, Mr. Harrison's commercial and manufacturing interests added to his zeal in promoting the transportation facilities of St. Louis, and he was one of the earliest and most helpful friends of pioneer railway enterprises. He inspired the organization of the Iron Mountain Railroad Company, and for several years was a managing director of that enterprise. He was a director also of the Missouri Pacific Railroad Company, and when that road was purchased from the State by a corporation, organized for the purpose, he was one of the men who negotiated a $7,000,000 loan in aid of the enterprise. Identified with many enterprises which contributed in a large degree to the upbuilding of St. Louis, and the advancement of the State of Missouri to a place among the leading commonwealths of the nation, he was, in the broadest sense of the term, a public man, although he belonged to that class of men who always modestly insist upon being termed "private citizens." He was much in the public eye and his transactions were at all times subject to the scrutiny of his fellow-citizens. For thirty years he lived in the full glare of this publicity as a citizen and business man of St. Louis, and when he laid down the burdens of life, neither spot nor blemish had been discovered on his character. His integrity was inflexible, his impulses generous, and his instincts those of the true Christian gentleman. While building up fortunes for himself and his associates, he contributed also to the building of churches, schools and public institutions of various kinds, and was in all respects a potent factor in promoting the progress and prosperity of the city of St. Louis. His death occurred August 3, 1870, and well merited was the tribute paid to his memory at that time, in which it was said that "The imperishable evidences of his labors and enterprises are stamped in unmistakable characters upon works more enduring than bronze or marble, and the ability with which he grappled the great commercial and manufacturing problems of his adopted State adds lustre to a name that Missourians will always be proud to honor." He married, in 1830, Maria Louisa Prewitt, daughter of Joel Prewitt, of Howard County, Missouri, a most estimable lady, who died in St. Louis in 1847.

Harrison, John W., manufacturer, was born in Howard County, Missouri, in 1840, son of John and Pamela (Marr) Harrison, both of whom were reared in that county. His grandparents on both sides came to Missouri shortly before its admission as a State, and were among the pioneers who laid the foundation of the present splendid commonwealth. Of Irish origin, his paternal ancestors came to this country in the seventeenth century, and settled in Pennsylvania. From that State Mr. Harrison's grandfather removed to Kentucky, and is said to have built there the first distillery operated in that State. From Kentucky he came to Missouri, as already stated, early in the present century. The Marr family, from which Mr. Harrison is descended in the maternal line, is of Scotch origin. Banished from his native land by a political edict, the founder of this family settled in Virginia some time in the seventeenth century, and from that State Mr. Harrison's grandfather came to Missouri. His fondness for manufacturing enterprises is an inherited tendency from several generations of his paternal ancestors, nearly all of whom were engaged in manufacturing and incidental commercial pursuits, although his father passed all the years of his life on a farm near Glasgow, Missouri. Reared on this farm, Mr. Harrison left it as a boy to become a student in the State University at Columbia, Missouri, from which institution he was graduated in the class of 1858, at the end of a classical course of study. Although fitted by nature and education for a professional career, he was inclined to business pursuits, and, coming to St. Louis in 1859, he entered upon a special course of study, designed to give him a better knowledge of practical methods in the conduct of business affairs. His instructor was Professor

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Jonathan Jones, of Jones' Commercial College, and under this preceptorship he gained a thorough knowledge of bookkeeping, commercial law and other matters essential to the safe and proper conduct of commercial affairs. His active business career began in 1860, when he became manager of the iron furnace at Irondale, Missouri. He had sole charge of this enterprise during the war period, and turned out much of the pig iron consumed in St. Louis in the manufacture of shot and shell for the Union army. So important to the government interests was the operation of this furnace that authority was given to its manager to call for military protection whenever he deemed it necessary. Mr. Harrison's connection with this enterprise continued until 1866, and this experience made him thoroughly conversant with the manufacture of iron and kindred industries. In 1867 he came to St. Louis with the intention of establishing himself permanently in business in this city. In company with Messrs. Frederick Shickle and Thomas Howard, he established the Shickle, Harrison & Howard Iron Company, which at the end of a third of a century is still in existence, and which still operates one of the important manufacturing enterprises of St. Louis. This company at first engaged chiefly in the manufacture of architectural iron, and was a pioneer in that branch of manufacturing in the West. It built nearly all the principal iron structures erected in this city prior to 1880, and has also supplied about seventy-five per cent of the cast-iron water and gas pipe which has been laid down in the streets of St. Louis. After the death of Mr. Shickle, the corporation turned its attention largely to the manufacture of iron pipe, in which it was chiefly engaged until 1890, since which time steel castings have been the most important product of the St. Louis plant. In the year last named, in company with Thomas Howard, Mr. Harrison organized the Howard-Harrison Iron Company, which erected large pipe works at Bessemer, Alabama. Both corporations have a trade which extends over a wide expanse of territory in the United States, and the Alabama works have a large foreign trade, a considerable portion of their product finding a market in Mexico. Of both these corporations Mr. Harrison is president, and he is also the principal owner of stock in both companies. In the supervision of these enterprises, and in the conduct and management of financial transactions of large magnitude incident thereto, he has exhibited executive ability of a high order and proven himself an able, resourceful and accomplished man of affairs under all circumstances. His dealings with patrons and employes have been alike characterized by strict observance of correct business principles and a conscientious regard for the rights and interests of all parties concerned. In his dealings with employes he has been peculiarly fortunate, if the term "good fortune" can be used in speaking of something which is rather the result of good judgment and equitable dealing with the laboring classes. For many years Mr. Harrison and his associates have been large employers of labor, the number of persons on their pay-rolls varying from five hundred to two thousand, and in all this time they have never had a strike among such employes. This has, doubtless, been due, in great measure, to the fact that Mr. Harrison has always been solicitous at all times for the welfare of those in his employ, has been a believer in the principle of co-operation, and has made workmen faithful and efficient by interesting them financially, and as stockholders in the business in which they were engaged. In building up his fortune, they have at the same time been building up their own, and the relations existing between employers and employes has in this case been of an ideal character. Engrossed with his private business affairs, he has interested himself in public affairs only to the extent of discharging the duties incident to good citizenship, and has never taken any part in politics beyond casting his vote, through which he has usually endorsed the principles and policies of the Democratic party. He is an Episcopal churchman, and is now a vestryman in the Church of the Redeemer, of St. Louis. Mr. Harrison has been twice married. First, in 1860, to Miss Laura Harrison, daughter of James Harrison, of this city, a union of which three children were born. After the death of his first wife he married Mrs. A. E. Campbell, daughter of Captain William Eads, of Carrollton, Missouri.

Harrison, Leon, was born in Liverpool, England, August 13, 1866, and passed the first ten years of his life in that city. There he received his earliest educational training, and three years after coming to this country with his parents he was graduated from the

public schools of New York, at the age of thirteen years. Soon afterward he became one of nine hundred and twenty applicants for admission to the College of the City of New York, and ranked first among the five hundred admitted. After attending this college two years he entered Columbia College, in which institution he won a scholarship prize, and from which he was graduated with the degree of bachelor of arts, in the class of 1886. During his academic course he also attended Emanuel Theological Seminary, of New York, from which he was graduated in 1886, at the age of twenty years. After that he took a post-graduate course of three years in philosophy at Columbia College. During the years of his college course, history, philosophy and ethics were among his favorite studies, and the bent of his mind and his intellectual training combined to fit him admirably for the Jewish ministry. He preached his first sermon at Temple Israel, of Brooklyn, New York, in 1886, being then but twenty years of age, and the youngest minister of his church in America. He occupied the pastorate of Temple Israel five years, completing, at the same time, his academic and theological courses. Under his ministration the church grew from a very small membership into one of the leading congregations of Brooklyn, and built and paid for a temple which cost seventy-five thousand dollars. When Henry Ward Beecher died representatives of different religious denominations were invited to speak at the funeral of that great preacher and teacher, and Dr. Harrison spoke to the largest audience he had ever addressed, at that time. Toward the close of the year 1890 he was invited to deliver a sermon at Temple Israel, of St. Louis, and as a result he was chosen unanimously, from twenty-eight candidates, to fill the pastorate of that church, which had been left vacant by the resignation of Rev. Dr. Sonneschein. He entered upon the duties of this pastorate and established his home in St. Louis, January 1, 1891, and since then has ranked among the first pulpit orators of the city. His work in St. Louis has been prolific of good not only among the Jewish people but among all classes, and members of all churches are numbered among his warm admirers.

Harrison, William Henry, ninth President of the United States, was the first Governor of the territory now embraced in the State of Missouri after its cession to the United States, and, acting in that capacity, instituted the courts and other institutions of civil government in St. Louis. He was born in Berkley, Charles City County, Virginia, February 9, 1773, educated at Hampden Sidney College, and began the study of medicine. Accounts which reached him of Indian outrages on the Western frontier, caused him to abandon his studies and enter the United States Army. He was commissioned an ensign in the First Infantry in 1791, and in 1792 was promoted to lieutenant. Joining General Anthony Wayne, he was made aid-de-camp to that officer, and took part in the expedition that erected Fort Recovery. He was engaged in the Indian campaigns of 1794, and submitted the plan of march which was adopted and led to the victory on the Miami, August 20th of that year. He was commissioned captain in 1797, and while stationed at Fort Washington married the daughter of John Cleves Symmes. In 1798 he resigned his commission in the army and was appointed secretary of the Northwest Territory under Governor Arthur St. Clair. The following year he resigned that office to take his seat as territorial delegate in Congress. After serving one year in Congress he resigned to become Governor of the Territory of Indiana, which had been carved out of the Northwest Territory. He was reappointed territorial Governor successively by Presidents Jefferson and Madison, and while serving in that capacity concluded, in 1809, a treaty with several Indian tribes, under which they ceded to the United States about 3,000,000 acres of land on Wabash and White Rivers. The Indian chief, Tecumseh, and his brother, "The Prophet," dissatisfied with this treaty, assumed a hostile attitude toward the white settlers, and in 1811 were met by General Harrison and a small body of troops in the battle of Tippecanoe, where Governor Harrison won an important victory. When war was declared between Great Britian and the United States, in 1812, he was commissioned a brigadier-general, and later a major-general, in the regular army and entered upon an important campaign in the Northwest. He established the fortified camp, which became known as Fort Meigs, and urged the construction of a fleet on Lake Erie. In the spring of 1813 he defeated the British forces, besieging Fort Meigs, and after Commodore Perry had gained his famous vic-

tory on Lake Erie, Harrison landed his army on Canadian territory. He defeated the British forces under General Proctor in the battle of the Thames, and gained for the United States possession of the chain of lakes above Erie, putting an end to the war in upper Canada. His military career terminated in 1814, and after serving on various commissions, which concluded Indian treaties, he was elected to Congress in 1816, and served in that body until 1819. In 1819 he was elected to the Ohio Senate, and in 1822 was defeated as a candidate for Congress. He was chosen presidential elector in 1824, and the same year was sent to the United States Senate, where he succeeded Andrew Jackson as chairman of the committee on military affairs. He resigned his seat in the Senate in 1828 to accept the appointment of minister to the United States of Colombia. He was recalled from Colombia soon after General Jackson became President, and lived on his farm at North Bend, near Cincinnati, Ohio, until elected to the presidency. He was nominated for the presidency in opposition to Van Buren in 1836, but received only seventy-three electoral votes against one hundred and seventy for Van Buren. Nominated for the same office by the National Whig Convention, held at Harrisburg, Pennsylvania, in December, 1839, he was elected in 1840, and became President March 4, 1841. March 27th he was prostrated by illness and died on the 4th of April, 1841, one month after he had entered upon his term of office as President.

Harugari.—A secret society which traces its origin to an ancient German Order of Knighthood. It was instituted in 1848, and the first lodge was instituted in St. Louis in 1864. In 1897 there were twenty-five subordinate lodges in existence in the State, twenty-two of which were in St. Louis, and St. Louis was also the headquarters of the Grand Lodge of the State of Missouri. The objects of the order are the perpetuation of German traditions and customs, the cultivation of fraternal feelings, and the payment of "sick and death benefits." The chief officer of the grand lodge has the poetic appellation of "Grand Bard." Harugari Hall, in St. Louis, at the corner of Tenth and Carr Streets, is the property of the Grand Lodge of Missouri. In 1897 forty-two societies of various kinds held regular meetings in this hall.

Hat, Cap and Glove Trade.—Some of the largest and most prosperous houses in St. Louis are engaged in the trade in hats, caps and gloves, and the volume of their business in 1897 was estimated at $3,500,000. It is chiefly a jobbing trade, as there is but a limited manufacturing business in these goods in this city.

Hatfield, Charles Folsom, who has achieved marked distinction in fraternal circles, was born in the town of Warren, Trumbull County, Ohio, May 2, 1862, son of Deming Niles Hatfield and Adelia M. (Gay) Hatfield, both of whom were living in 1898. He is descended in the paternal line from the English family from which "Hatfield House," now owned by Lord Salisbury, took its name. Another of his ancestors in this line was Elisha Niles, a veteran of the Revolutionary War, who fought with the Connecticut Volunteers. His descent in the maternal line is from Puritan stock, and his great-grandfather was Rev. John Wells, famous in his day as a Wesleyan Methodist minister. Charles F. Hatfield spent most of the early years of his life in Cleveland, Ohio, and obtained his education in the public grammar and high schools of that city. His mother was a lady of very superior musical attainments, and for many years was a public favorite at Cleveland, Chautauqua Lake, and elsewhere, where she participated in musical functions. This talent and taste for music Mrs. Hatfield transmitted to her children, and her daughter, now known as "Sister Cecelia Maud," of the Episcopalian order of Sisters of the Holy Nativity, at Providence, Rhode Island, has achieved marked distinction as a composer for one so young, having charge of the music at the convent at Providence, as organist and chorister. Charles F. Hatfield also inherited his share of his mother's talent, and was carefully educated in music in his early boyhood. He studied under Professor Frank Bassett, president of the Cleveland Conservatory of Music, who was a noted organist, and finally succeeded Professor Bassett as organist of the First Methodist Episcopal Church, of Cleveland, which had the largest pipe-organ in that city, when he was only twenty years old. At eighteen years of age he had been made president and assistant director of the Euclid Avenue orchestra, a famous amateur orchestra, which numbered among its members such young people as the

children of John D. Rockefeller and other distinguished Cleveland men. Mr. Hatfield was connected, first, with the First Methodist Episcopal Sunday-school, of Cleveland, but later became actively identified with the Second Baptist Church Sunday-school, of which John D. Rockefeller was then superintendent. From early boyhood he was active in Sunday-school and church work, and during a period of twelve years held, at different times, the positions of assistant librarian, librarian, assistant secretary and secretary of the First Methodist Episcopal Church Sunday-school. When he was sixteen years old he stood first in a competitive examination for a cadetship at the United States Naval Academy, of Anapolis, but through an error of the examining board was counted second. When the error was discovered the appointment had been made and could not be revoked, but he was offered, through Honorable Amos Townsend, then a representative in Congress from Cleveland, an appointment to West Point Military Academy. This appointment he was compelled to decline on account of family responsibilities, which he had to assume at the time, but the fact that he fairly won a naval cadetship and that James A. Garfield, afterward President of the United States, was one of those who endorsed his application for the appointment, has furnished food for pleasant reflections. He had a natural fondness for military affairs and, as a boy, was captain of the Cleveland Light Guards, composed of school boys, and later, a second lieutenant of the Doan Cadets, a famous temperance corps, of Cleveland. He was also an associate member of the famous military organization known as the "Cleveland Grays," although his being under size prevented him from being an active member of that organization. His earliest business experience was obtained in the insurance office of J. P. Stanard, of Cleveland, where he spent a year and a half immediately after leaving school. He resigned this position to take a place with the Merchants' Dispatch Transportation Company under O. B. Skinner, general manager; later was for a time in the employ of the Lake Shore & Michigan Southern Railway Company, and in 1880 took a position in the secretary's office of the Standard Oil Company, under Colonel W. P. Thompson, afterward vice-president (1885). In 1887 Colonel Thompson removed to New York City, taking Mr. Hatfield with him as his private secretary. Colonel Thompson was one of the closest advisers of President Rockefeller, and as chairman of one of the most important committees, and associate member of several others, was one of the most potential factors in perfecting the organization of the Standard Oil Trust, and making it the most successful corporation in the United States. In the spring of 1889 Colonel Thompson was elected president of the National Lead Trust, and Mr. Hatfield continued to act as his secretary until August, 1889, when his health broke down, as a result of the strain to which he had been subjected in the performance of his duties, the sickness of Colonel Thompson and his acceptancy of the presidency of the National Lead Trust having added greatly to the labors of his secretary. A change of climate being deemed essential to the restoration of his health, Mr. Hatfield then accepted an offer of several months' standing made by President Pierce, of St. Louis, to become identified with the Waters-Pierce Oil Company, by which name the Standard Oil Company is known in the Southwest. He has since occupied a position of confidence and responsibility with this corporation and is regarded as a good business man by those who know him. He has, however, become much more widely known to the public as a fraternal society man, and particularly as an officer of the Knights of the Maccabees. He was initiated into this order in 1886, in Cleveland Tent No. 5, of Cleveland, Ohio, and the same evening was elected record-keeper of that Tent. Within a year thereafter he went to New York City, where he was principally instrumental in organizing Standard Tent No. 78, of that city. Soon after his coming to St. Louis the supreme officers of the order urged him to take hold of the work here, and he finally gathered together a group of friends and organized St. Louis Tent No. 26, becoming its first commander. At that time there were only about thirty Knights of the Maccabees in St. Louis, whereas, there are at the present time, 1898, over two thousand. He was instrumental in organizing St. Louis Camp, the central organization of this city; was for several years its record-keeper, and in 1898 was made its commander and chairman of its executive committee. At the last Supreme Tent Review of the Knights of the Maccabees he was elected Supreme Master-at-Arms, that being the high-

est official position ever given to a member of the order west of the Mississippi River. He has always stood high in the confidence of the supreme officers of the organization, and much of the progress and growth of the order in Missouri within the past few years has been due to his efforts. He is secretary and treasurer of the Missouri Fraternal Congress and was one of the prime movers in organizing the movement of the fraternal societies of Missouri which resulted in the passage by the Legislature of the National Fraternal Congress bill, introduced by Senator B. J. Klene, who was second commander of St. Louis Tent of the Knights of the Maccabees. Mr. Hatfield is also vice-president of the Royal Fraternal Union, a member of Hamilton Council Royal League; Occidental Lodge No. 163, A. F. & A. M.; was a charter member and is now a director of the Ohio Society of Missouri; and is a member of the Missouri Society of the Sons of the American Revolution. His activity in church and Sunday-school work in early life has been mentioned elsewhere, and it need only be said further that, although still a young man, he has been officially connected with church and Sunday-school work for twenty-five years. He is a member of First Presbyterian Church, to which his wife also belongs. He is at present serving his fifth year as organist at the Cook Avenue Methodist Episcopal Church. He was the last organist to play the large organ in "Music Hall" before it was torn down and removed, the occasion being the National Convention of the Women's Christian Temperance Union. He is prominent in the musical circles of the city generally, as well as in church circles. October 1, 1885, he married Miss Mary Williams, of Warren, Ohio, whose father, Henry A. Williams, died soon after the Civil War from wounds received in the service of his country.

"Hawken, the Gun-Maker."—One of the interesting pioneers of St. Louis was Samuel Hawken, inventor and maker of the "Hawken Rifle," which was in great favor with hunters and frontiersmen during the first half of the present century. Hawken was a soldier in the War of 1812 and came to St. Louis in 1822. He died here May 9, 1884, at the age of ninety-one years.

Hawks, Cicero Stephens, first Protestant Episcopal bishop of Missouri, was born in New Berne, North Carolina, May 26, 1812. He received his education at the University of North Carolina, and was graduated at the age of eighteen, with the degree of A. B. He studied law in the office of Honorable William Gaston, of New Berne, but on the death of his father, in 1833, removed to the city of New York, where he continued his legal studies. However, when almost ready for admission to the bar he abandoned law for theology, and began the study of divinity under the direction of his brilliant brother, Rev. Francis Lister Hawks, then rector of St. Thomas' parish. After due preparation he was made deacon December 8, 1834, and was ordained priest July 24, 1836. His first parish was Saugerties, Ulster County, New York. In 1837 he was transferred to Trinity Church, Buffalo, New York, and in October, 1843, accepted the rectorship of Christ Church, St. Louis, Missouri, and entered on his duties January 1, 1844. At that time Missouri was under the jurisdiction of Right Rev. Jackson Kemper, missionary bishop of Missouri and Indiana; but the extent and rapidly increasing population of this region made it necessary to divide the jurisdiction, and on petition of the parishes in Missouri the entire State was set off as an independent diocese, under the name of the Diocese of Missouri, and the new rector of Christ Church, St. Louis, was elected its first bishop. He was consecrated at the meeting of the General Convention in Philadelphia, October 20, 1844. The poverty of the new diocese compelled Bishop Hawks to continue to be rector of Christ Church as well as bishop of Missouri, and he discharged the duties of both offices for more than ten years before the diocese assumed the support of its bishop and relieved him from the cares and duties of the rectorship of that large parish.

It required much moral force and self sacrifice to undertake the duties and hardships of the bishopric of Missouri in 1844. The population did not exceed half a million, scattered over an area of 67,000 square miles; there was not a mile of railroad in the State then, nor for ten years to come, and few roads of any kind; outside of St. Louis there was only one town of a thousand inhabitants; a few settlements hugged the river banks and could be reached by steamboat, but all travel between points off the rivers had to be on horseback

or by wagon. The bishop found nine clergymen in the diocese, but only four of them held parochial cures, three in St. Louis, one in Jefferson City and one in Boonville, with a mission station at Lexington. A few other stations were vacant or abandoned. The communicants numbered 450 and there were debts amounting to nearly forty thousand dollars on the churches and diocesan institutions. Soon after his arrival the only church institution of learning in the State, Kemper College, the child of the saintly Kemper's prayers and labors, was sold out under mortgage. Bishop Hawks' episcopate began in anxiety and was prosecuted in toil of body and mind. He never was furnished with means approximately adequate to the work to be done, and he has never received full credit for the work he accomplished with the means at his disposal. Such an episcopate was a martyrdom. Yet in twenty-three years, under all the disadvantages of the situation, he organized more than twenty parishes and missions, and the number of communicants increased under his pastorate to nearly two thousand. He was exemplary in the discharge of his duties as pastor of a parish as well as those of the episcopate. During the dreadful pestilence of 1849, when between May 1st and August 6th over six thousand of the inhabitants of St. Louis died, out of a population of sixty thousand, Bishop Hawks remained at his post, ministering to the sick and dying and burying the dead with the rites of the church; his courage and self-sacrificing devotion winning him the admiration and love of the entire community. In the midst of these arduous labors he found time for the exercise of those literary talents which were a family possession. He edited Harper's "Boys and Girls Library" and the Appleton's "Library for My Young Countrymen," and was the author of the little work, "Friday Christian, or the First Born of Pitcairn's Island," in all of which he displayed literary ability of a high order. It was in 1867, after twenty-three years of a laborious episcopate, that Bishop Hawks began to show symptoms of the disease which terminated his life. He continued, however, to discharge the duties of his office with increasing difficulty till the beginning of 1868, when he was compelled to request the assistance of Bishop Vail of Kansas in the visitation of the diocese. The last service of the church in which he participated by his presence was on the Sunday before Easter, April 5th. He was then too weak to take any part of the service. He died on Sunday, April 19, 1868, and was buried in Bellefontaine Cemetery on the 24th, his funeral being the occasion of very notable demonstration of public respect.

Rev. John Coleman furnishes the following description of Bishop Hawks: "In person he was five feet seven inches in height, of dark complexion and hair, brilliant eyes and very erect gait in walking. He was tolerant and gentle toward those of different views, and his urbanity and true Christian spirit always won for him a good report of them that are without. As a preacher he was justly admired. Dignified and graceful in style and manner, his views of a subject were most forcible and comprehensive and exhibited at once the character and powers of a cultivated and well stored mind. His colloquial powers were fascinating and the delight of every company." Bishop Hawks was twice married, first, to Miss Jones, of Hillsboro, North Carolina. Mrs. Hawks died in 1855. Second, he married Miss Leonard, daughter of Judge Abiel Leonard, of Howard County, Missouri, who survived him.

Hayes, Joseph M., manufacturer, born February 17, 1846, in Cincinnati, Ohio. When he was five years of age his parents removed to Illinois and later established their home in Peoria. There Joseph M. Hayes attended the public schools, studied at Fay's Academy and afterward completed his education at a commercial college in Chicago, where his studies included commercial law. By inheritance and through judicious training, he had, to begin life with, steady habits and a disposition toward the practice of sensible economy and a portion of his early earnings was regularly laid aside for investment. Fortunate investments in real estate soon increased his capital to such an extent that, when he was twenty-four years of age, he was able to begin business on his own account. In January of 1871 he began business in Chicago, and had gotten his enterprise fairly under way when the great fire of that year totally destroyed it, for the time being. Notwithstanding this misfortune he at once made preparations to resume business, and the firm of which he was a member paid all its obligations, but was left with little capital upon which to operate. The year following the fire was a trying one in Chicago,

and toward the close of 1872 Mr. Hayes determined to remove to St. Louis. Here he embarked in the sale of woolen goods, and although he had many difficulties to contend with in the beginning he succeeded in the course of two or three years in getting his business established on a firm basis, and since then it has been one of the prosperous commercial institutions of the city. For the purpose of interesting some of his faithful employes with him he incorporated the Joseph M. Hayes Woolen Company, in 1886, and he has ever since been president and executive head of this corporation. His house is an extensive importer and jobber of woolens and of everything required in the manufacture of men's clothing, and is one of the most widely known houses of its kind in the United States, its trade extending throughout the Middle, Western, Northwestern and Southwestern States. Besides being one of the eminently successful commercial houses in St. Louis, this house is one which enjoys an enviable reputation for honesty, integrity and correct business methods. In both business and private life Mr. Hayes has won the esteem of all with whom he has come in contact, and his career has been in all respects an eminently creditable one.

Haynes, Thomas, engraver and manufacturer, was born January 2, 1827, in Tamworth, Staffordshire, England, son of James and Harriet (Turton) Haynes. His father was manager of a large tape manufacturing establishment in Tamworth, and came of a good English family. His paternal grandfather served in the British Navy at the famous battle fought off the coast of Cape Trafalgar in 1805, and lost his life on Nelson's flagship.

The mother of Thomas Haynes also came of good family, and was a cousin of Thomas Turton, Lord Bishop of Ely. Thomas Haynes received a plain education and then worked with his father until he was nineteen years of age. He then began serving a term of apprenticeship to the engraver's trade, which lasted five years, with Thomas Sowwood of Manchester. Having completed this term of service in 1851, he for two years again worked with his father. At the end of that time he sailed for the United States on the steamship "City of Manchester," which, in due time, landed him in Philadelphia. There he began working at his trade as an employe of Thomas Calvert, prominent in Philadelphia at that time and later head of the noted Calvert Engraving & Printing Company, of Detroit, Michigan. After Mr. Calvert left Philadelphia in 1856 Mr. Haynes was employed for four years in the same line of work in which he had previously been engaged, by George C. McClement, of that city. In 1860 he came to St. Louis and established himself in business in this city as head of the firm of Thomas Haynes & Co., engravers and seal manufacturers. One of the first seals which he made in St. Louis was the "Seal of the State of Missouri," the original having been carried away from the capital by Governor Claiborne F. Jackson when he abandoned the official residence of the State government after the Civil War began. Thereafter he conducted a successful and highly remunerative business in St. Louis for more than a quarter of a century, retiring finally in 1895. In the course of his career he originated numerous inventions in the line of his art, and is known as the inventor of the "solid counter" in seals. He has been prominent in the Odd Fellowship of Missouri, and his connection with this order dates back to his residence in England, when he became a member of Manchester Unity Odd Fellows Lodge. In St. Louis he has affiliated with St. Louis Lodge, Missouri, No. 11. In 1873 he became a charter member of Oak Lodge No. 100, of the Knights of Honor, and he was also a charter member of the Supreme Lodge, and of the Grand Lodge of Missouri, in which he has held high official positions. Mr. Haynes has been twice married, first to Miss Ellen Farrell, of Manchester, England, in 1848. After the death of his first wife he married, in 1865, her sister, Mary T Farrell. The children born of the first marriage are Mrs. James Johnson, Mrs. Carnahan, widow of Major Thomas L. Carnahan; Thomas J. Haynes and John I. Haynes. The children born of his second marriage are Mrs. Geo. D. Barnett, Joseph A. Haynes, Mrs. Gwilym Miles, Florence C. Haynes and George Basil Haynes.

Hay Trade.—St. Louis is the largest hay market in the West, next to Chicago, and the trade is of sufficient importance to support a journal specially devoted to it. The receipts for the year 1897 were 178,516 tons, valued at $1,525,000. In the preceding year they had been 230,352 tons. The shipments in 1897

were 64,067 tons, and in 1896, 107,980 tons. The supplies are drawn chiefly from Missouri, Iowa, Kansas, Nebraska and Illinois, and the shipments go to the Southern States. Of the receipts in 1897, the Missouri Pacific Railroad brought 32,000 tons; the Chicago, Burlington & Quincy, 22,450 tons; the Toledo, St. Louis & Kansas City, 16,705 tons; the Wabash (West), 15,743 tons; the Frisco, 13,110 tons; the St. Louis, Keokuk & Northwestern, 17,360 tons; the Cleveland, Cincinnati, Chicago & St. Louis, 12,485 tons; the Missouri, Kansas & Texas, 12,135 tons; the Wabash (East), 8,279 tons; the Vandalia & Terre Haute, 7,430 tons; the Illinois Central, 5,547 tons; the Chicago, Peoria & St. Louis, 5,280 tons; and the Baltimore & Ohio Southwestern, 4,454 tons.

Hazard, Rebecca Naylor, a recognized leader among the philanthropic women of St. Louis, and one whose good deeds have given her much more than local renown, was born November 10, 1826, in Woodsfield, Monroe County, Ohio, eldest daughter of Robert F. and Mary B. (Archbold) Naylor. Her father belonged to an old Virginia family, although he himself was a native of Pennsylvania. Her maternal grandfather removed at an early day from Washington, D. C., to the wilds of Western Virginia, where he and his family, consisting of wife and twelve children, endured untold hardships in making for themselves a home in that sparsely settled and inhospitable region. They were noted for their religious zeal and devotion to Methodism, and the home of "Mother Archbold," who was early left a widow, was indeed a "church in the wilderness," not only serving for a church edifice, but as a place of rest and refreshment for the self-sacrificing pioneer ministers of that early day. Two of "Mother Archbold's" sons became Methodist preachers. One of these sons, Israel Archbold, was the father of John D. Archbold, one of the multimillionaires of the Standard Oil Company, and the fact that a member of the family has accumulated great wealth has occasioned comment among its representatives, money-getting having never been a prominent family trait. Robert F. Naylor and his wife were married in 1823, and soon afterward removed to Woodsfield, where they were numbered among the pioneer settlers of Southeastern Ohio. The educational facilities of that region were not all that could have been desired in the childhood of the subject of this sketch. Woodsfield, however, had among its citizens an educator of more than ordinary ability in the person of David Gale, the founder of Monroe Institute. At this institution and at Marietta Female Seminary, Rebecca Naylor pursued her studies until she was fourteen years of age. This would have constituted an altogether inadequate equipment for the important work of her later life, had she not possessed an absorbing love of books. Fortunately the books allowed children in those days were not of the overstimulating kind. Bunyon's "Pilgrim's Progress," Peter Parley's publications, Moore's "Melodies" and Burns' poems were the especial favorites of the young girl, and were read and reread with an avidity unknown to those more highly favored with an abundance of book literature. When she reached the age of fourteen years her father's family removed to Cincinnati, and from thence to Quincy, Illinois, where she was married, in 1844, to William T. Hazard, of Newport, Rhode Island. Her husband was a son of Nathaniel Hazard, who was a representative in Congress from the State of Rhode Island from 1818 to 1822, and died in the National capital. Captain Samuel Fales Hazard, of the United States Navy, was a brother of William T. Hazard. In 1850 Mr. and Mrs. Hazard removed to St. Louis, and soon after her coming to this city Mrs. Hazard became much interested in a class of persons before that time unknown to her — the neglected young girls of the city. Becoming a director in the Girls' Industrial Home, she entered upon the work of building up that institution with ardor, aiding both with time and money in the erection of a building which has since sheltered thousands of homeless children. For five years she was engaged in this work, but upon the breaking out of the Civil War a more imperative demand was made upon her activities by the sufferings of the sick and wounded soldiers. She was one of a small band of women who at first came together in St. Louis to do such sewing as might be necessary in the equipment of volunteers sent out from this city, but who soon saw the necessity for more extended work, and organized the Union Aid Society, which came to be such an important factor in the hospital service. Those who remember the days of the Civil War in St. Louis need not be told of the un-

tiring labors of the women in the hospitals, where the sick and wounded of both armies—friend and foe alike—were the recipients of their tender ministrations. At this time a new labor of love also demanded their attention. The vicissitudes of war had thrown multitudes of ex-slaves, mostly women and children, into the city. Ignorant and helpless, they were huddled together for a time in the old Missouri Hotel, under military surveillance. So destitute were they that they sickened and died at a rapid rate, and in this extremity Mrs. Hazard and a few other ladies formed a new society to care for these unfortunates and afford them the necessary relief. Contributions to the fund necessary for this purpose came in slowly, and for a time the treasury of this new society was practically empty. Sitting by her fireside one night, after all the other members of her family had retired, an appeal to the public to aid in this relief work was penned by Mrs. Hazard on the back of a book. This appeal was published in a St. Louis paper and then sent to the Eastern States. To the surprise of all it brought to the languishing little society cash donations to the amount of $3,000. In the winter of 1863-4 Mrs. Hazard was appointed by the Union League, with five other ladies, to confer with the Western Sanitary Commission and inaugurate the movement which resulted in the holding of the memorable Sanitary Fair. Weeks were consumed in making the necessary preparations for this event, but that all connected with the enterprise labored to good purpose was evidenced by the fact that over a half million dollars was realized from the fair and appropriated for the relief of sick and wounded soldiers. Mrs. Hazard, with Mr. Hiram Crittenden, presided over the book and stationery department of the fair, which contributed nearly ten thousand dollars to its net proceeds. At the close of the war Mrs. Hazard united with Mrs. A. W. Clapp and others in founding the Guardian Home for unfortunate women. On the 8th day of May, 1867, she assisted in forming the Woman-Suffrage Association of Missouri, having for its sole object the bestowal of the ballot upon women. For twenty years she has given her best services to this cause, having in this work the full concurrence of her husband and sons. She has, at different times, filled acceptably the offices of secretary and president of the Missouri Association, and in 1878 was elected president of the American Woman's Suffrage Association. Among her predecessors at the head of this national organization were Henry Ward Beecher, Thomas Wentworth Higginson, and Julia Ward Howe, and Mrs. Hazard was the first president elected whose place of residence was west of the Mississippi River. Her public life has covered a long period of usefulness in varied fields of labor in which she has been called upon to deal with many important problems of life. Looking back over her career she has often averred that the most painful duty that she has at any time felt to be incumbent upon her was that entailed by certain legislation relating to the social evil. She recalls, with gratitude, that she was the first to call public attention to the iniquity of licensing this evil, and though she feels that her effort was but a feeble protest compared with the valiant warfare later waged against it by Rev. Dr. Eliot and Honorable Charles P. Johnson, it has always been a matter of gratulation to her that she was able to assist the movement in behalf of social purity at a critical period in the history of St. Louis. In 1873 the association for the advancement of women was formed in New York, and its sessions have since been known as the Woman's Congress. Its deliberations have been presided over by Mrs. Julia Ward Howe, with whom Mrs. Hazard has been associated as vice-president of the association for Missouri for more than twenty years. She has at different times read instructive and entertaining papers at its sessions, and has been active in the advancement of its work. She assisted Mrs. Mary F. Henderson in forming, in St. Louis, the School of Design, which opened to women many avocations in the field of decorative art, and which was later merged into the Woman's Exchange. She is a member of the Women's Christian Temperance Union, in full sympathy with its work and methods, and has been known in politics also as a pronounced bi-metallist, having written and published a paper favoring the remonetization of silver. For several years she has lived in comparative retirement in the country, near Kirkwood. For the past sixteen years she has met each week, at her home, a class of ladies who devoted themselves to the study of the poets, Homer, Dante, Goethe and Shakespeare, and have also given attention to the philosophic writings of Plato and Hegel.

In this connection a paper written by Mrs. Hazard, entitled "Two Views of Dante," has received the commendation of some noted Dantean scholars. As may be inferred from her early training, her allegiance and affection have been given to the Methodist Church, but in middle life she became strongly imbued with a love of the doctrines of Emanuel Swedenborg. She has, however, long since thrown aside all intolerant prejudices, holding in love and veneration all forms of religious thought that "make for righteousness." The children of Mr. and Mrs. Hazard have been Charles F., who graduated from the Washington University, and died in early manhood; Nathaniel, well known in the musical circles of St. Louis; William T., Jr., who graduated from Yale College in the class of 1871, and is now connected with the Missouri Car & Foundry Company, and two children who died in infancy. A grandchild, Grace Hazard, a student at the St. Louis School of Fine Arts, is also a member of Mrs. Hazard's family.

Health and Sanitation.—Located on the west bank of the Mississippi River, in a territory bordered by the Missouri River on the north, Mississippi River on the east, and the western portion drained by the River Des Peres, situated on a bluff bank which rises to a height of one hundred and sixty feet, with a soil of red clay underlying the city, which is a powerful utilizer of organic impurities, the city of St. Louis possesses natural advantages which from a health stand-point, can not be excelled by any city in the United States. Added to this the city, at an immense cost, has perfected a system of sewering which now extends to a point six and one-half miles west of the Mississippi River. In addition the whole city is underlaid with large water mains which convey a healthy and bountiful supply of water to all parts. The streets and alleys are well paved, and an examination of old records discloses the fact that from the earliest date the founders of the city and those who followed them have shown a true conception of the necessity and advantage of sanitary measures, which are absolutely essential for the welfare of a great city.

The history of the sanitation and health of St. Louis, prior to 1867 can not be accurately given. In 1866 the State Legislature passed a law creating the first regular board of health for the city of St. Louis. Prior to that time health matters were looked after by health officers and boards of health composed of members of the municipal assembly. No record can be found to show what was done; even the mortality record in possession of the health department does not date beyond August, 1850.

The health department of the city of St. Louis as it is constituted under the charter, is probably one of the largest in the United States, when the magnitude and the scope of its jurisdiction are considered. It is controlled by the board of health and health commissioner; the health commissioner is, by the charter, the executive officer of the board, which is composed of six members, namely: The mayor, president of the council, the health commissioner, two physicians (appointed by the mayor), and one member of the board of police commissioners, who is designated by the mayor. The mayor appoints the health commissioner with the approval of the council, and he holds his office for a term of four years. There is a superintendent of the insane asylum, superintendent of the poorhouse, superintendent of the city hospital, superintendent of the female hospital, and superintendent of quarantine, who have charge of those respective institutions. These men are appointed by the mayor, with the approval of the council, and perform their duties under the direction of the health commissioner. The chief sanitary officer in charge of the sanitary division, and the chief dispensary physician, in charge of the dispensary, are appointed by the health commissioner, with the approval of the board of health. All other employes of the health department are appointed by the health commissioner, with the approval of the board of health. The board of health passes upon the question of all nuisances, and has the approval of all rules and regulations made by the health commissioner, and all appointments made by him. The health commissioner has general charge of all matters pertaining to the health of the city, and the government of the institutions. He approves of all expenditures to be made, and must sign all vouchers for the payment of expenditures. All orders in relation to the abatement of nuisances and the management of the health department are issued by him. The health department is divided into the following institutions and divisions: The sanitary office, record office, city

chemist's department, city hospital, hospital for females, insane asylum, poorhouse, quarantine and city dispensary.

The sanitary office is in charge of the chief sanitary officer. This office has charge of all nuisance cases, performs the work of inspecting buildings and lots, has supervision over the dairies of the city, and attends to the posting of houses in which there are contagious diseases, disinfects all houses in which there have been contagious diseases, keeps records of all the reports in relation to contagious diseases, and has charge of the general sanitary condition of the city. Forty or fifty men are usually employed in this division, and the expenses of the division are about $50,000 annually. This division has also supervision of the collection and destruction of garbage. By a contract made by the city and the St. Louis Sanitary Company all the garbage and dead animals of the city are disposed of by what is known as the Merz system. The cost of the disposal of the garbage by the Merz system is about $65,000 a year. The garbage of the city is collected by private parties under a contract with the city; this collection costs the city about $95,000 a year. There are about 70,000 tons of garbage and dead animals collected and disposed of in the above manner.

The record office is in charge of a clerk appointed by the health commissioner who keeps all mortuary and birth records, and passes upon and stamps all burial certificates. No deceased person can be removed from the city unless permission to do so has been first obtained from the health commissioner, through the record clerk.

The city chemist's office is under the control of the board of health, and the chemist in charge makes such analyses as the board of health may order.

The city hospital is now located in leased premises, secured after the tornado of May, 1896, which destroyed the city's building. The premises were formerly occupied as a convent by the Sisters of the Order of the Good Shepherd, and are located on Seventeenth Street, between Pine and Chestnut, covering a whole block of ground. It is used almost entirely for males, and has a capacity of about five hundred patients. The cost of maintaining the city hospital is about $80,000 a year.

The history of the health department would not be complete without a brief reference in relation to this institution, which has been such a conspicuous factor in the department for over fifty years. On July 10, 1845, the city council set aside a tract of ground of about eight acres in the city common at the head of Soulard Street, west of St. Ange Avenue, bounded on the north by Linn Street, and on the south by Lafayette Avenue. The building was commenced and partly completed and put in use in June, 1846. At that time it was one hundred and eleven feet long and fifty feet wide. The annual cost of maintaining this institution then was about $18,000. At different times during the next ten years additions were made to it. On the 15th day of May, 1856, it was totally destroyed by fire; fortunately there was only one fatal accident. Just a year previous to this destruction, valuable additions had been made, which cost the city about $40,000. In order to rebuild the hospital a loan was made. The citizens, at an election, voted that $50,000 should be borrowed to rebuild the institution.

In May, 1857, the main building and the extensions were completed, the total cost being about $62,000. At different times additions were made to the hospital, and in about 1872 a large addition was made at a cost of about $30,000. In subsequent years additional wards were built on the grounds at a cost of about $20,000. On May 27, 1896, the terrible tornado that swept over the city entirely wrecked the building, but only three fatalities occurred. The patients, some 450 in number, were immediately transferred to the old convent of the Good Shepherd, referred to elsewhere.

The hospital for females, on the old Manchester Road, near January Avenue, was purchased by the city in 1872. On the grounds at that time was a three-story brick residence; large hospital buildings have been added, and there is at present a capacity for about 275 patients. It is used exclusively for females. The cost of maintaining this hospital is about $60,000 a year.

The insane asylum, located on the south side of Arsenal Street, west of Brannon Avenue, is a very fine, large brick building, built about 1870 by the county court of St. Louis County; it passed into the hands of the city in 1877, under the provisions of the Scheme and Charter. As originally constructed, it had an estimated capacity for 350 patients, but is now very much overcrowded, there being over 550

patients. The cost of maintaining this institution is about $82,000 a year.

The city poorhouse, situated about a quarter of a mile west of the asylum, on the Arsenal Road, is a combination institution, being a home for the chronic insane and indigent persons who become a charge on the city. There are now, 1897, in this institution about 900 chronic insane, and 700 paupers. The cost of maintenance is about $115,000 a year. At this institution the city operates a large bakery, at which is made all the bread used in all the public institutions of the city, including those not under the control of the health department.

The quarantine establishment answers as a quarantine and small-pox hospital, and is located on a tract of about fifty-four acres, which tract is on the west bank of the Mississippi River, about one and one-half miles below Jefferson Barracks. It was purchased by the city in 1856 for a quarantine ground, and used as such during the years when the great portion of the immigration to this city came here by boat. Later on large frame buildings were erected, and it was used as a hospital for chronic patients. There were also on the western part of the grounds, wards for the treatment of small-pox patients. At the extreme west end of these grounds is a cemetery, which was used up to 1877 as a burial place for the pauper dead of the city and the patients who died in the hospital on the grounds. All the old hospital buildings and wards have been destroyed. At present the buildings comprise a large old-fashioned stone house, which was on the grounds when the city purchased it, but has since been improved and added to, and is used as quarters for the superintendent and officers. There is also a large brick building used as a store house and employes' quarters. There are now three new modern-built wards, which are used for the care of small-pox patients. The cost of maintaining quarantine is about $20,000 a year.

The city dispensary is located at the city hall. This division of the health department has charge of giving treatment to indigent persons, and also attends to emergency accident cases. It is through the dispensary that all patients are admitted to the hospitals, insane asylum and poorhouse. All persons for whom application is made for admittance to the insane asylum are first examined by the dispensary physician before the health commissioner issues the permit for their admission to the asylum. The ambulance service which is finely organized and equipped, is probably one of the best in this country, and is under the management of the dispensary officers. There are two branch dispensaries; one at the north and the other at the south end of the city. The cost of maintaining the dispensary and its branches is about $42,000 a year.

CHAS. W. FRANCIS.

Health Commissioner.—An officer appointed by the mayor of the city and holding office for four years. He has general supervision over the public health of the city, and over the enforcement of the regulations, laws and ordinances in relation thereto. He may make rules and regulations with the approval of the board of health, for the protection and promotion of the public health, and may enter buildings, lots and places of every description in the city, to make examinations and abate nuisances. He provides for the registration of births, deaths and marriages within the city, and has charge of the city hospitals, quarantine, insane asylums, morgue and city dispensary; appoints the subordinate employes in the city hospital, female asylum, insane asylum and quarantine; and in the prevalence of an epidemic may take measures to abate, avoid, mitigate and suppress it, with the approval of the board of health. All sextons and others having control over public graveyards in the city are required to make weekly reports to him. The first health officer was Cornelius Campbell, appointed by the mayor in 1832.

Hebrew Free and Industrial Schools.—See "Jewish Charities."

Heidbreder, John F., manufacturer, was born July 6, 1831, in the city of Bielefeld, Province of Westphalia, Germany, and died March 18, 1885, in St. Louis. His father was Frederick William Heidbreder and his mother's maiden name was Gronlied. He was reared in Germany, where he received what would be termed in this country a common school education. In 1849, when he was a youth eighteen years of age, he came to the United States, and upon landing here found himself a stranger in a strange land without money and dependent entirely upon his own resourcefulness, energy and industry for a

John W. Hubbard

start in life. Coming to St. Louis he did such work as he could find to do and was variously employed for a time until he obtained a position with the wholesale liquor firm of Scheide & Loomis, and learned that business as a traveling salesman. While thus engaged he husbanded his earnings, and in 1862 he had laid aside sufficient capital to engage in the wholesale liquor trade on his own account. After following this business for some years he disposed of his liquor interests and turned his entire attention to the brewing business. He was the founder of what was known as the Liberty Brewery, which he afterward enlarged and operated on a larger scale as president of a stock company. Thereafter until his death he was prominently identified with the brewing interests of St. Louis, and his family continued to be interested in this branch of industry until 1889, when they sold their brewery to the syndicate of English capitalists, which consolidated a large number of the breweries of St. Louis, under the ownership and management of the St. Louis Brewing Association. Mr. Heidbreder was a business man of very superior capacity, and the strictest integrity, his word being as good as his bond with all who knew him. He was a member of the Merchants' Exchange, and of the United States Brewers' Association, and a director of the Northwestern Savings Bank, and held other positions of honor and trust. Generous to a fault, he was ready and willing to assist in the conduct of any enterprise, charitable or benevolent in its character, and the golden rule governed his actions in all his dealings with his fellow men. Devoted to his family, one of his chief aims in life was to so rear his children that they would become useful citizens, and this ambition he lived to see realized. He was a member of all the leading German societies, and much beloved by those who were brought into intimate relationships with him in this connection. September 1, 1854, he married Miss Louise Katherine Voss, who came from Germany to this country in 1848 with her parents, who settled in Belleville, Illinois. The children born to Mr. and Mrs. Heidbreder were John H. Heidbreder; Emelie, wife of William C. Pieper; Anna M. Heidbreder; Charles W. Heidbreder; Julia A. Heidbreder, Katherine L. Heidbreder, George L. Heidbreder and Lena L. Heidbreder. Their son, George L. Heidbreder, is now numbered among the prominent young business men of St. Louis, being president of the Superior Ice & Cold Storage Company.

Heights, Prominent.—The following altitudes indicate elevations above the city directrix of St. Louis, measured by feet. The highest ground in the city limits is four miles southwest of the court house, and is 195 feet above the directrix, and on this stands the Female Hospital, 57 feet high. Half a mile southwest of this point stands the Insane Asylum, 120 feet in height, on ground 180 feet above the directrix. Christian Brothers' College is built on a grade 146 feet above; the southwest corner of Forest Park is 160 feet above; O'Fallon Park, 110; Lafayette Park mound, 138; altitude of shot tower, 180; Merchants' Exchange, grade, 50, altitude, 103; court house, grade, 58, altitude to apex of dome, 179; customhouse and postoffice, grade, 51, promenade of dome, 150; Southern Hotel, grade, 59, altitude, 102; water tower, Grand Avenue and Fourteenth Street, altitude above directrix, 252; Compton Hill Reservoir, grade, 150, walls, 30; Pilgrim Church, grade, 130, altitude to apex of steeple, 230; total, 360; Second Baptist Church, grade, 118, altitude of steeple, 235; total, 353.

Heim, Frederick, was born September 16, 1826, in Bregenz, Tyrol, Austria, son of Wunnibald and Mary A. (Osterly) Heim, who were the parents of a family of nine sons and three daughters. The elder Heim was a prosperous rope manufacturer and farmer of Tyrol, and his sons and daughters were well reared and received good, practical educations. The sons then served a term of years as apprentices to the rope-maker's trade in Europe, and subsequently in this city. Frederick and Ferdinand also learned and worked at the baker's trade before coming to this country. They arrived in the United States in the year 1850, and came at once to St. Louis, which has ever since been their home, and in which they have come to be recognized as capable and honorable men in business affairs and worthy citizens. For some years after coming to St. Louis, Frederick worked with his five brothers in their own rope factory in this city, but in 1855 they engaged in the dairy business, which they continued for ten years thereafter. In 1865 he disposed of his dairy interests and then turned his attention to the lumber trade, becoming a wholesale and

retail dealer in that commodity. Establishing a lumber yard at the corner of Fourteenth Street and Russell Avenue, he has since handled at that place several millions of feet of lumber each year, and for over thirty years he has been a successful and extensive dealer in all kinds of building material. For the success which has attended his enterprise as a business man he is indebted to his own energy, tact, courtesy, sagacity, and his ability to make and retain friends. Some of the earliest and most valued friends of the brothers in this city were men who have since gained unusual distinction in the business world, and Samuel Cupples and Francis Saler were among those who showed appreciation of their pluck and energy and gave them kindly encouragement and assistance in their earliest business ventures. Ferdinand and Michael Heim, two brothers of Frederick, both gained great prominence in later years as the owners of large brewing plants in East St. Louis and Kansas City. Joseph, John, and G. F. Heim were also associated, at one time, with their three other brothers in business in this city, and all were worthy and useful citizens. During the Civil War all the brothers were members of the Union organization of Home Guards, which rendered valuable services to the State and the general government. Joseph, Ferdinand and Michael, three sons of Ferdinand Heim, Sr., now deceased, are prominent and honorable business men of Kansas City, Missouri, who operate the large brewing plant there, controlled by the Heim's Brewing Company. Two sons of Michael Heim, Sr., are well known business men of Los Angeles, California. In politics Mr. Heim has been independent since the war period, while his religious affiliations are with the Catholic Church. He is a rational churchman of that faith, and active at all times in advancing its interests, and is a member also of the Catholic Knights of America. He is much of a student, as well as a business man, and devotes his leisure time to the study of astronomy, astrology, theosophy, and the occult sciences. He married, in 1867, Mrs. Walburga Neyer, who, like himself, is a native of Austria, born in Feldkirch, Tyrol. Having no children of his own Mr. Heim, as step-father, adopted the three children of Anthony Jochum, deceased, who was a noble character and a worthy citizen, and had carried on an extensive leather and finding business under the style and firm of Jochum & Ganahl, all Tyrolians. Upon William F. Jochum, Paulina—now Mrs. Joseph Ganahl—and Katie Jochum he has bestowed a wealth of fatherly affection. Miss Katie Jochum has gained celebrity as a teacher of instrumental music.

Helmbacher, Alois, iron manufacturer, was born in the Province of Alsace, France, February 28, 1829, and died in St Louis July 19, 1898. As related in the sketch of his elder brother, Michael Helmbacher, his father was a wealthy iron manufacturer, and the son was reared and trained to the business in which his father had been engaged. After completing his education, which was of a character to correspond to his condition in life, he served an apprenticeship under the supervision of his father, and came with the elder Helmbacher to Cincinnati, Ohio, in 1848. There he entered the employ of the proprietors of the famous Wolf Rolling Mill, whom he served nearly fourteen years thereafter. In 1861 he came to St. Louis, and some time later purchased the interest of the estate of his deceased brother, Peter Helmbacher, in the firm of Helmbacher Bros. Prior to this one of the partners in the firm above mentioned had been Alexander McDonald, but when Alois Helmbacher became a partner in the concern he and his brother Michael purchased McDonald's interest, and thereafter conducted the business as partners until 1867. In that year they incorporated the enterprise as the Helmbacher Rolling Mill Company, with a capital stock of $150,000, later increased to $300,000. Alois Helmbacher became vice-president and treasurer of this corporation, and served in that capacity until 1888, when he disposed of his interest in one of the most famous manufacturing plants of the city and retired from business. A life of industry, economy, and well-directed effort yielded to him the legitimate reward of such virtues, and at his death he left to his family a handsome fortune. A quiet, unassuming man, he had nevertheless much force of character and was endowed with excellent judgment and keen discernment in matters pertaining to commercial and industrial affairs. He began his manufacturing operations in St. Louis on the eve of the Civil War, and as a consequence enjoyed the historic distinction of helping to forge the iron used in the construction of the fleet of gunboats placed on the Mississippi River by the

government in the prosecution of the war. In addition to his manufacturing interests he was a stockholder in the Lafayette Bank, and also in the German newspaper, "Amerika." A devout Catholic churchman, he was a member of the St. Vincent de Paul Society from its organization until his death, and affiliated also with other Roman Catholic societies. In politics he was a staunch Democrat. Mr. Helmbacher was twice married, first to Miss Mary Bernard, of Newport, Kentucky, who died in 1858, leaving two children, Lucy and George Helmbacher, the first named of whom is now Mrs. Timothy Deener. In 1860 he married Miss Therese Rauner, of Newport. The surviving children born of this marriage are Mary, wife of Peter Bert, of St. Louis; Charles Helmbacher, Joseph Helmbacher, Helen, wife of James O'Toole; Rosa Helmbacher, Michael Helmbacher, and Matilda Helmbacher.

Helmbacher, Michael, ironmonger and manufacturer, was born January 17, 1818, in Rheinhardsmunster, Alsace, then a French, now a German, province. His parents, were Frank and Mary A. (Maho) Helmbacher, and his father was a prominent Alsatian iron manufacturer and mayor of the city in which he lived. The elder Helmbacher, who enjoyed the distinction of having done the iron work on the spire which contains the famous cathedral clock at Strasburg, came to St. Louis in 1855, and later died in Cincinnati. The son received a thorough education in his native town, mastering the English language, as well as the German and French, all of which languages he spoke with ease and fluency in later years. After leaving school he served an apprenticeship to iron manufacturing with his father and was associated with the elder Helmbacher in business until 1851, when he came to the United States. Establishing his home in Cincinnati, Ohio, he worked there at his trade two years, and then crossed the river to Newport, Kentucky, where he helped to erect a rolling mill, in which he was employed for three years thereafter. In 1857 he came to St. Louis, accompanied by his brother, Peter Helmbacher. He and his brother, together with Alexander McDonald, engaged in the iron manufacturing business here under the firm name of Helmbacher Bros. Peter Helmbacher died in 1860, and another brother, Alois Helmbacher, became interested in the business, the two brothers purchasing McDonald's interest a year later. In 1867 the enterprise which they had established and placed on a firm and substantial footing was incorporated as the Helmbacher Steam Forge Company, with a capital of $150,000, later increased to $300,000. Michael Helmbacher became president of this corporation, and remained at its head until 1886, when he retired from active business with a handsome fortune. In 1887 the charter was renewed and the name of the company changed to the Helmbacher Forge and Rolling Mill Company, a name which it still retains. This institution was established by Mr. Helmbacher and his associates in 1857, when the country was in the throes of a financial panic, and they labored under great difficulties in founding the industry. Notwithstanding the disadvantages and embarrassments with which they had to contend, their mechanical skill and ingenuity and superior workmanship, coupled with safe and conservative business management, made them successful from the start, and a prosperous industry, now engaged in the manufacture of car axles, bar iron forgings, and similar iron work, and which has been in continuous operation for more than forty years, furnishing employment to thousands of persons in the aggregate, is the result largely of the enterprise and sagacity of Michael Helmbacher. He was a man of sterling qualities, was a great financier, and had very superior executive ability. His business enterprises had about them also a large measure of originality, as he established the first steam forge works in the Mississippi Valley, and at different times entered fearlessly and confidently upon the execution of much work which had never before been undertaken by Western iron manufacturers. One of the most important and interesting features of his manufacturing operations was the construction of the iron work for the Eads gunboats during the Civil War. He died August 10, 1891, but his name is still familiar to the people of St. Louis and is still retained in connection with the manufacturing plant which he established, now doing an immense business, and in which his estate still holds an interest. He was one of the organizers of the Lafayette Bank and was its first president, and helped to found the German newspaper, "Amerika," he having been one of the chief stockholders in the company which issues that publication. Throughout his long

and useful life he was a staunch Catholic churchman, and for many years was one of the most active and helpful members of the St. Vincent de Paul Society. April 9, 1850, Mr. Helmbacher married Miss Catharine Rauner, in Alsace, France. The surviving members of his family are Mrs. Helmbacher and five children—Mrs. Helen Buechler, Rose Helmbacher, Mrs. Mary Young, Catharine Helmbacher, and Rev. Michael Helmbacher—all of St. Louis save the last named, who is pastor of the Catholic Church at Oran, Scott County, Missouri.

Hempstead, Edward, one of the earliest immigrants from the Eastern States to St. Louis, was born at New London, Connecticut, June 3, 1780, of good revolutionary stock, his father, Stephen Hempstead, having served in the Continental Army in the struggle for independence. He received a good education at Hebron, Connecticut, under Rev. Stephen Bassett, studied law, and began the practice in 1801. He lived for a time at Newport, Rhode Island, but in the year 1804 determined to seek his fortune in what was then the distant West. Louisiana Territory had just become part of the United States, and young Hempstead set out on horseback to make the long journey from Newport to St. Louis. At Vincennes he met General William Henry Harrison, Governor of Indiana Territory, who had been commissioned from Washington to proceed to St. Louis and organize the civil government of Upper Louisiana, and he agreed to accompany him. On reaching St. Louis he continued his journey to St. Charles, and there located, but the next year he removed to St. Louis and engaged in the practice of his profession. In 1806 he was appointed deputy attorney general for the districts of St. Louis and St. Charles, and three years later Governor Meriwether Lewis appointed him deputy attorney general for the territory, an office which he held until 1812, when he was elected delegate to represent Missouri Territory in Congress. Although in Congress only one term, he rendered a most valuable service to the Territory, and particularly to the people of St. Louis, in securing the passage of an act to confirm the incomplete titles to lands under Spanish grants, concessions and warrants. These lands were held and occupied by settlers, who would have been subjected to great hardships if they were dispossessed through an adverse adjudication, and it was a great relief when the measure, so ably and zealously urged by Mr. Hempstead, was passed. He was also on the committee to which was referred the petition of the old pioneer, Daniel Boone, together with the resolutions of the Kentucky Legislature, for a grant of land to compensate him for the loss of the grants in Kentucky and Missouri Territory, which he had sustained through defective titles. Another measure of value to his constituents was an act, the passage of which he assisted in securing, giving to settlers the right of pre-emption on the public lands of the Territory. But the measure for which the people of St. Louis most gratefully remember Edward Hempstead is the act confirming to St. Louis and other towns in the Territory the title to village lots, out-lots and common fields in and adjoining them and claimed by them prior to December 22, 1803, and providing that such lots should be reserved for public schools. This measure was the origin of that patrimony of the public schools of St. Louis which has been of such great value and advantage to them from the organization of the system. Mr. Hempstead served in several expeditions sent out against depredating parties of Indians north of the Missouri River, and served several terms in the Territorial Legislature, in which body he was chosen Speaker of the House. After he became permanently established at St. Louis he brought his father, with the entire family of younger brothers and sisters, from Connecticut, and had them live at St. Louis. He lost his life by being thrown from his horse while returning to St. Louis from St. Charles, August 4, 1817. His injuries seemed to be slight, but two days afterward, while arguing a case in court, he fell to the floor, and died that night from congestion of the brain, the result of the fall from his horse. Thomas H. Benton, who was nearly the same age as Mr. Hempstead, and his personal friend, said of him: "His private life was an example of all that is desirable in the character of husband, father and neighbor. In that of son and brother he had but few parallels. No sooner did he find himself established in Missouri than his filial affection went in search of his parents and relatives whom he had left behind in Connecticut, when setting out to lay the foundations of his own fortune in a country so remote and so little known. He brought them to Missouri, established his

aged parents in a comfortable home, and extended the assistance of a father to his brothers and sisters. Traits of this kind display the heart; they show the material of which it is made, and speak a higher eulogy than the tongue or pen of friendship can confer."

Hempstead, Stephen, pioneer, was born in New London, Connecticut, May 6, 1754, and there married Mary Lewis, who was born in the same place in 1757. In 1811 he came with his family to St. Louis, to which place two of his sons had preceded him. He was accompanied hither by relatives and friends to the number of twenty in all, and the arrival of this colony was an event in the early history of the village. He died in St. Louis, October 3, 1831.

Henderson, James Alexander, who has distinguished himself both as a lawyer and in the exercise of judicial functions, was born March 13, 1839, in the town of Manchester, St. Louis County, Missouri. His parents were George and Mary (Williams) Henderson, the father born in Virginia in 1789, and the mother in Fairfax County, of the Old Dominion, in 1816. The elder Henderson came with his parents from Virginia to Kentucky, and from there came to St. Louis County in 1834. He was a son of James Henderson and a grandson of Alexander Henderson, of Dumfries, Virginia, who came to the United States from Dumfries, Scotland. Alexander Henderson, the progenitor of this branch of the Henderson family in America, was a captain in the Revolutionary War, and, with several of his sons, was a participant in the battle of King's Mountain under General Morgan. The father of Alexander Henderson was for fifty years pastor of Blantyre Parish, Scotland. James A. Henderson is the younger of two brothers, his elder brother having been the late Dr. William W. Henderson, of St. Louis County, one of the three commissioners who located the county seat at Clayton after the separation of the county from the city of St. Louis. After being fitted for college at Galbraith Academy, James A. Henderson entered the University of Missouri and completed the college course at that institution. Upon leaving college he entered the law office of Bland & Coleman, of St. Louis, and after studying for some time under their preceptorship he finished his legal studies at the Louisville Law School, being a student of that institution when such distinguished lawyers as Judges Bullock and Pirtle and General Preston were instructors there. Upon his admission to the bar he began practicing in the courts of St. Louis County, and has ever since continued his professional labors in the city and county, except during the period of eight years from 1865 to 1873, when he was a resident of Columbia, Missouri. He established his home at Bridgeton, in St. Louis County, in 1861, and except during the time above mentioned that has since been his place of residence. While a resident of Columbia he held at different times the offices of city attorney, county assessor, and judge of the probate court. In 1876, after his return to St. Louis County, he was appointed judge of the probate court of this county, and held the office by re-election until 1882. In 1887 he was again appointed probate judge by the Governor to fill out the unexpired term of Judge Brewster. Since leaving the probate bench he has served eight years as legal counselor of the public administrator of the city of St. Louis, which position he now holds. In politics he is a Democrat of the old school. His religious affiliations are with the Presbyterian Church, and he is a trustee of Westminster College, of Fulton, Missouri. He has been a member of the Masonic order since 1862, is a Knight Templar, and was once commander of St. Graal Commandery. He is a member also of the Missouri Society of the Sons of the American Revolution. April 20, 1859, Judge Henderson married Miss Virginia L. Royal, daughter of John Bedford Royal, of Columbia, Missouri. Mrs. Henderson's father came West from Halifax County, Virginia, in 1840. He was a lawyer by profession, and a captain in the United States Army in the war of 1812. Her mother, whose maiden name was Pamela W. Price, was born in Prince Edward County, Virginia, and was the only sister of the distinguished Confederate soldier, Major-General Sterling Price. Of seven children born to Judge and Mrs. Henderson, four sons and one daughter were living at the beginning of the year 1899. Their daughter is the wife of Herbert W. Snow, of Chicago. Of their sons, two—George R. Henderson and William W. Henderson—are lawyers, the latter being the present probate

judge of the city of St. Louis. Frank L. Henderson is a well known physician of St. Louis, and Paul Henderson is a resident of Chicago.

Henderson, John Brooks, lawyer and statesman, was born in Pittsylvania County, Virginia, November 16, 1826. His father, James Henderson, married Jane Dawson. They removed to Lincoln County, Missouri, in 1832. Both parents died before John was ten years old, leaving him, with other and younger children, with small means of support. But he obtained a good education from the common schools and from excellent classical teachers, so that by diligent application he acquired a more than ordinary education in the English branches, mathematics, and in Latin. Whilst teaching district schools he studied law, and was admitted to the bar of the Pike County Circuit in 1848, beginning the practice a year later in Louisiana, Missouri, and continuing there until 1861. He was elected to the Legislature from Pike County in 1848, and again in 1856. In 1860 he was defeated by James S. Rollins in a memorable and close contest for Congress, wherein, however, he displayed the qualities as a debater and political tactician for which he became noted in after years. He was a Douglas delegate to the Charleston and Baltimore conventions of 1860, and from that time forward opposed secessionism and its kindred ideas with all the force of his character. In 1860 he was a presidential elector on the Douglas Democratic ticket, the only full electoral ticket pledged to Douglas that carried any State. In 1856 also he was a Democratic presidential elector. In February, 1861, Mr. Henderson was elected as a Unionist to the State convention called to consider the relations of Missouri to the other States, and in the several sessions of that body took a conspicuous part. He was, in the summer of 1861, appointed by the provisional Governor as a brigadier-general of militia, and organized a brigade of State troops. In 1862 he was appointed by Lieutenant-Governor Hall to fill the vacancy in the United States Senate caused by the expulsion of Honorable Trusten Polk, and the next year was elected by the Legislature to fill out the term, and then to serve six years ending March 4, 1869, his vote being 84 against 42 for John S. Phelps. General Henderson's pronounced Unionism had carried him into the Republican party, as in the case of so many others in Missouri. In the United States Senate his ability was promptly recognized by his election to the important committees of finance, foreign relations, postoffice, Indian affairs, claims, District of Columbia, and others, wherein was shown a surprising familiarity with the principal subjects of legislation, no small part of which had been learned through his experience at the Missouri capital. As chairman of the committee on Indian affairs, and as special commissioner in 1867, he organized the Indian peace commission, including Generals Harney and W. T. Sherman, with others, which concluded treaties quieting the Sioux, Cheyennes, and other hostile tribes who had been ravaging the upper Missouri River country. As a Senator he effected the reimbursement from the Federal treasury of Missouri war expenditures, thus re-establishing the State's credit. He contributed to the country the thirteenth amendment to the United States Constitution, abolishing slavery, which amendment he wrote and introduced into the Senate, and was among the original agitators of the suffrage amendment embodied in the organic law as the fifteenth amendment. During the impeachment of President Andrew Johnson, instituted in the height of Republican political excitement, the conservatism of Senator Henderson, together with that of Senators Trumbull, of Illinois; Fessenden, of Maine, and Ross, of Kansas, gave the originators of that scheme great uneasiness, which was justified by the events, as the Senators named, resisting every appeal to partisanship, voted in favor of acquittal, their votes, united to those of the Democrats, barely saving the President from conviction. This act of justice, however, doubtless cost Senator Henderson his re-election and ended his public career in this State, for, although his party nominated him for Governor in 1872, it was as leader of a forlorn hope. "The bark that held the Prince went down," and has never since recorded a gubernatorial or senatorial election in Missouri. General Henderson, who began his first senatorial contest with but a single vote, and was triumphantly elected, appeared at the capital in 1873 as his party's caucus nominee, but in joint session received 43 votes to 111 for Lewis V. Bogy. His defeat, however, did not disturb his equanimity. His party had come back to him when it was too late to accomplish any significant political result. General Hen-

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derson, on the expiration of his senatorial term, having not long before married in Washington Miss Mary Newton Foote, daughter of Judge Elisha Foote, of New York, removed to St. Louis and devoted himself to law practice. In May, 1875, he was appointed by President Grant to assist the United States district attorney in the prosecution of violators of the revenue laws relating to the whisky tax, by which McDonald, Joyce, and others were convicted. But as Henderson was no mincer of words in the application of his argument, some of his comments were easily construed into criticism of officials at Washington, and for this in December he was dismissed, a matter of small importance to General Henderson, but of great disappointment and indignation to the public at the time. In 1884 he was president of the National Republican Convention that nominated James G. Blaine, and ex-officio chairman of the committee of notification, on which occasion he delivered what was designated as a "keynote address." General Henderson is a master of terse and ringing English, and his speeches are recognized as models of style. It may be added that, as a writer on economic subjects, finance particularly, his contributions to literature have been numerous and forceful.

Whilst living in St. Louis the home of General and Mrs. Henderson was an attractive social center. For some years past, however, their residence has been in Washington, D. C., where, amid the adornments collected by a cultivated taste, Mrs. Henderson is noted for a generous but unaffected hospitality. Since removing to Washington General Henderson has been a regent of the Smithsonian Institution, elected by Congress in January, 1892, and again in 1898. He was a member of the International (Pan-American) Conference, composed of delegates from all the North, Central and South American republics, held in Washington, D. C., 1889-90. It is, however, in connection with Missouri affairs that General Henderson's life has been chiefly spent. Few men in any State's history have found so many opportunities, or have more usefully embraced the same, to mark out an honorable career.

Henderson, Mary Foote, who has made a marked impress upon the history of St. Louis, was born July 21, 1846, in Seneca Falls, New York, daughter of Honorable Elisha Foote, a prominent lawyer of the Empire State, and Eunice (Newton) Foote. She was educated at Temple Grove Seminary, in Saratoga Springs, and at Ashgrove Seminary, in Albany, finishing at Mrs. McCauley's French school, in New York City. On June 25, 1868, she was married in Washington, D. C., to General John B. Henderson, who was then representing Missouri in the United States Senate. After retiring from the Senate General Henderson, in 1870, settled in the city of St. Louis, and followed his profession—the practice of the law—for over twenty years. During her residence in this city Mrs. Henderson was accorded prominence in leadership alike in the social and intellectual life of St. Louis, her versatility being as remarkable as her energy and executive ability. Her home was a treasury of art, paintings by European masters, statuary and bric-a-brac, picked up in her travels, and even its ordinary furnishings were works of art, and formed a perfect setting to the brilliant evening parties, as well as the noted dinners, at which the most prominent and talented men and women of St. Louis were brought together. Mrs. Henderson's domestic graces, her vivacity and social prestige availed greatly in breaking down the barriers of prejudice then existing against "reforms," and she became a pioneer in the "woman movement" in all directions. She, with the constant approval and co-operation of her husband, lent her active service to, and in some instances originated, new organizations designed to extend the sphere of woman's action and influence, and to broaden her culture and intelligence. She was one of the early members and for two years president of the Woman-Suffrage Association, and actively co-operated with her husband in civil service reform. When the Centennial Exposition had awakened Americans to their great need for extended art culture, especially in decorative lines, Mrs. Henderson organized and carried to eminent success "The Decorative Art School" of St. Louis, in which china painting, art embroidery, and the other branches of industrial art were taught with great success under her presidency. This was an important step in art development at that day, and its influence has been lasting and beneficial. Mrs. Henderson gave to it freely of her time and means, visiting all the successful potteries and schools then conducted in our country to obtain practical knowledge of their work. In

order to enable those who wished to sell the articles made by them at this school she organized and established the "Woman's Exchange." This institution, which is still in existence, received the immediate co-operation and patronage of the best people, and it has sufficed to dispose of the work of many deserving women. During the time of Mrs. Henderson's connection with it, and since, the Exchange produced a high quality of work, with very fine financial results. The "art interest," having accomplished its mission, is today supplanted by the universal study of "Domestic Science." In this, too, Mrs. Henderson was a pioneer. While in St. Louis she wrote two books on the subject of scientific and hygienic cooking, works of great merit and large circulation. Since her removal to Washington in 1889 she has been equally active and prominent. Her hospitality in her beautiful home, "Boundary Castle," is unstinted, and her intellectual brilliancy, her familiarity with European capitals, and her fluency in French make her very popular in diplomatic society. She is always ready to promote useful and deserving charities, and is prominent in the work of the Humane Society and the Young Men's Christian Association. Of the first-named organization she is a member who spares neither labor nor money to secure humane treatment to animals, especially interesting herself in the protection of horses from brutal and careless drivers. Of the last-named organization she is a truly helpful friend, and is now working to secure for the Washington Association a new, commodious and permanent building for its meetings in Washington. She is now also preparing for her publishers a work on the physical, chemical and moral effects of the use of poisonous stimulants. She has also found time through all these years to keep up her study of art under the best masters of America and Paris, and some of her paintings are of great merit.

Hennepin, Louis, one of the early explorers of the Mississippi River region, "was born in Ath, Belgium, about 1640, and died in Holland after 1701. He entered the order of Recollets of St. Francis, and his fondness for travel led him to Italy, where he remained several years. He was then sent to preach at Halles, in Heinault, and afterward passed into a convent in Artois. He was employed by his brethren to solicit alms at different places, among others in Dunkirk and Calais, where the stories related by old sailors stimulated his desire to visit distant countries. At the battle of Senef, between the Prince of Conde and William of Orange, he was present as regimental chaplain, and in 1673 he was ordered to Canada. After preaching at Quebec for a time he went in 1676 to Fort Frontenac, where he founded a convent. When La Salle undertook his expedition to the West he solicited Recollet fathers as chaplains of the posts he intended to establish. Among those assigned to him was Father Hennepin. The latter accompanied the Sieur de la Motte in a brigantine, reached the outlet of Niagara River December 6, 1678, and chanted a *Te Deum* in thanksgiving. Leaving the vessel, he went in a canoe to the mountain ridge, where a rock still bears his name, and after ascending the heights of Lewiston came in sight of a cataract. He then went with his companions to Chippewa Creek in search of land suitable for a colony, and, returning the next morning, was the first to offer mass on the Niagara. He then began the erection of a bark house and chapel at the Great Rock, on the east side, where La Motte was building Fort de Conty. He then traveled through the great lakes as far as Mackinaw, where he arrived August 26, 1679. After reaching Peoria, on the Illinois River, where La Salle built Fort Creve Coeur, Hennepin, by his orders, set out with two men in a canoe February 29, 1680, to ascend the Mississippi River. He descended the Illinois to its mouth, and, after sailing up the Mississippi until April 11th, fell into the hands of a large party of Sioux, who carried him and his companions to their country. Here he discovered and named the Falls of St. Anthony. He spent eight months among the savages, when he was rescued by Daniel Greysolon du Lhut, who enabled him to reach Green Bay by way of Wisconsin River. He passed the winter at Mackinaw, and returned to Quebec April 5, 1682. There is reason to suppose that before this time he was invited by some Roman Catholics in Albany to become their pastor. On his return to Europe he was named guardian of the convent of Renty in Artois. He refused to return to this country, and, having had several quarrels with his superiors, withdrew to Holland in 1697 with their permission. Here he gained protectors at the court of William III. Although he abandoned the religious dress in

order to travel in Holland without exciting attention, he did not renounce his vows, and always signed himself Recollet missionary and notary apostolic."—(Appleton's "Cyclopedia of American Biography.")

Henry Shaw Musical Society.—A singing society organized in 1882 under the leadership of Professor R. S. Poppen. It was named in honor of Henry Shaw, one of the benefactors of St. Louis, and gave some highly creditable performances.

Henry Shaw School of Botany.—See "Washington University."

Hephzibah Rescue Home.—The first rescue home for fallen women in St. Louis was the Spruce Street Mission, which was opened by V. O. Saunders, January 21, 1892. Mrs. M. E. Otto became interested in this work, and, after assisting Mr. Saunders for eight months, she, with the assistance of B. Carradine, D. D., organized the Hephzibah Rescue Home on January 23, 1893. The home was opened at 1222 Elliot Avenue, and incorporated July 16, 1894, with the following managers: Mrs. M. E. Otto, president and treasurer; T. L. Cadwallader, secretary; Dr. B. Carradine and Rev. M. B. Gott. None of the workers are salaried. Eighteen girls applied for admission during the first six weeks. The work met with a hearty response from the beginning, and funds have never been lacking. In August, 1897, the home was moved into a handsome dwelling containing fourteen rooms, This house, 2813 Lucas Avenue, is now owned by the home. The officers in 1899 were Mrs. M. E. Otto, president; Mrs. F. B. Fuqua, secretary; Rev. B. Carradine, treasurer. An advisory board of twenty ladies co-operate with the president; also an executive board of nine gentlemen, who meet annually or at call of the president. The home is managed by Mrs. Otto, who resides there and is called "Mother" by the inmates. She feels that she has been called to this work as her special mission, and has inaugurated it and carried it on with marked success. She is assisted by a matron, who has also been specially called to this vocation. The home is supported entirely by voluntary donations of money and supplies from generous citizens. Three physicians and an attorney of St. Louis give their services, and contributions of money are received from all over the country. The entire work of the home is done by the inmates, of whom there are always from fourteen to nineteen. They are not able to do more than this, as when received they are ill, sad and discouraged and in need of ministration. As soon as moral and physical health is restored they are provided for elsewhere, remaining at the home only from six weeks to six months. Some of the applicants come voluntarily, but most of them are reached through the afternoon and midnight visits of Mrs. Otto and other devoted missionaries at their resorts; some are brought from the female hospital, and others are reached through the gospel wagon work, which is carried on Sunday afternoons and evenings by the Union Mission. Some of those rescued are very young girls, and there are always a few mothers with babes. There is morning and evening worship daily, and prayer meeting on Friday afternoons. Rev. M. B. Gott, of the Union Mission, conducts a Monday afternoon Bible class, and Mrs. Jennie Hogan the Sunday afternoon school. At the close of 1898, 483 women had been saved through the home; of these 147 had been returned to their mothers, 78 had married, a few had died, and the remainder were earning their own living. There is no difficulty experienced in finding positions for any capable of filling them. In January, 1899, Mrs. Otto started a colored home in St. Louis under the same name, and she also superintends a Rescue Home which she started in Jacksonville, Illinois. Mrs. Otto is superintendent of the social purity work of the Women's Christian Temperance Union, but the Hephzibah Rescue work is entirely independent. Mrs. Otto and her assistants meet with kindly co-operation from ministers, hospital physicians, police authorities—police captains especially—and all with whom they are brought in contact. Since November, 1893, a monthly paper has been issued called "Hephzibah and Union Mission Herald."

Herculaneum.—An article in Scharf's History of St. Louis, contributed by Frederick L. Billon, gives a full history of the old town of Herculaneum, thirty miles below St. Louis, now fallen into decay, but at one time an important settlement in the West. The land was purchased in 1808 by Samuel Hammond, Sr., and Moses Austin, who laid it out in town lots, the peculiar advantage possessed

by the site being its contiguity to the lead mines in the neighborhood, which at that time were the chief source of wealth in Missouri. A shot tower, the first in the Mississippi Valley, was erected on the rocky bluff at the mouth of Joachim Creek, in the south of the town, by John N. Macklot, of St. Louis, and the manufacture of shot and lead begun. In 1817 a second shot tower, with lead manufactory, was erected by Ellis and William Bates. In 1818 Jefferson County was organized and Herculaneum made the county seat. The place continued to thrive on its lead industry and trade until shipping points for lead were established at Selma and Rush Tower, six or eight miles below, where greater facilities for the business were afforded, when Herculaneum began to decline; and when, in 1836-7, Monticello, afterward Hillsboro, was made the county seat of Jefferson County, it fell rapidly into decay and was forgotten. The thriving manufacturing town of Crystal City, seat of prosperous plate-glass works, now occupies the place where it once stood.

Herdics.—In the year 1881 an attempt was made to introduce herdic coaches in St. Louis, and it ended in a complete failure, after a popular excitement that nearly led to an outbreak. The herdics had been running for several months in opposition to the street cars, which were horse cars, the enterprise being under control of the Rapid Transit Company, of which Marcus A. Wolff was president. They promised better service than the street cars, which were slow and often crowded. Single fares were the same, but the herdics offered an advantage in six fares for twenty-five cents. Some down-town business houses made complaint of obstruction from the herdics, which took on and discharged passengers before their doors, and then it was discovered that under an old regulation the police board had authority to designate the place where vehicles were to stand. They, therefore, on the 25th of January, pounced on the herdics for violation of the ordinance and arrested seventeen drivers. On being taken to the police station they were bailed out and resumed their places, or others did for them. The arrests, together with the question at issue, attracted a large crowd, whose sympathy was clearly indicated in their hooting and jeering at the police. Nevertheless the herdic company found the street car compaines, backed by the police, too strong to fight against with any promise of success, and the upshot of the matter was that on the 6th of April seventy of the Rapid Transit Company's horses were sold at public auction, bringing $132 each, and soon afterward the vehicles were sold also to a herdic company in Belleville, Illinois.

Herold, Ferdinand, merchant, manufacturer and vessel-owner, was born December 31, 1829, in the town of Merxheim, Germany, son of Dr. Henry and Dora (Gottlieb) Herold. His father was a physician and surgeon of prominence in the community in which he lived, and the son grew up in the midst of environments conducive to the development of mental and physical vigor. After passing through the preparatory department of Heidelberg University, he entered a merchandising establishment in the city of Hamburg, in which he was employed for six years thereafter. In the year 1852 he came to this country, and for nearly two years after his arrival in the United States was employed as a clerk in Asa Parker's famous wholesale and retail grocery house of New York City. He then came to St. Louis and early in 1854 entered the employ of Gustave Bolms, who was then conducting a dry goods store at the corner of Fourth and Convent Streets. Thereafter he was employed as dry goods salesman at different places until the autumn of 1856, when he became assistant secretary of the St. Louis Mutual Fire & Marine Insurance Company. Soon afterward, however, he removed to Mascoutah, where he became part owner of a mercantile establishment, and at which place he continued to reside for ten years. He served as postmaster at Mascoutah under President Buchanan's administration, dealt extensively in Illinois lands, established and operated a soda factory, and was one of the most active and enterprising citizens of that place. In 1866 he revisited Europe, and upon his return to this country purchased of the Meier Brothers what was known as the Cherokee Brewery, which had been built in St. Louis the previous year. He was head of the firm of Herold & Loebs in the conduct and management of this enterprise until the business was incorporated under the name of the Cherokee Brewing Company. Of this corporation Mr. Herold became president and treasurer, and after a time purchased the interest

which Mr. Loebs had retained in the business, and associated with himself his two sons, Theodore and Robert Herold, in the active management of the business. In 1889 they sold this prosperous and widely known brewing establishment to the English syndicate which purchased and consolidated numerous brewing properties in St. Louis at that time, and Mr. Herold ceased to be identified with this branch of manufacturing, in which he had accumulated a large fortune as a result of his operations. After a season of inactivity his restless energy prompted him to engage in a new business enterprise, and, in company with Peter Hauptmann, he built the passenger and freight steamer, "Cherokee," which was the first steel-hull craft launched upon Western waters. This steamer Mr. Herold and his partner operated in both the upper and lower Mississippi River trade, and in 1890 Mr. Herold himself built the steamer "Ferd. Herold," of one thousand tons carrying capacity, of which he is now sole owner. The same year he incorporated the Cherokee Packet Company, with a capital stock of $125,000, of which he became president, his former partner, Peter Hauptmann, acting as secretary of the corporation and manager of the business. In 1893 he and his associates leased the boats belonging to this line for a term of five years to the Eagle Packet Company, in which Mr. Herold is a stockholder, and of which he is vice-president. He is also interested in and officially connected with the Eagle Boat Store Company, which furnishes supplies of all kinds to steamboats and river craft. In addition to these business interests in St. Louis, Mr. Herold is the owner of the "Ferd. Herold" zinc mine, at Webb City, Missouri, of which his son, Oscar Herold, is manager. He is a director also of the Oriental Investment Company, of Dallas, Texas, and of the St. Louis Mining and Milling Company, of Montana. He has been, in the broadest sense of the term, an enterprising man of affairs, and as a citizen of St. Louis has interested himself in all movements tending to promote good government. He has served as a member of the board of education because of his interest in the advancement and progress of the city schools, but with this exception has held no public office. He is an independent in his political views and actions, and his religious affiliations are with the Evangelical Lutheran Church. He has long been a prominent member of the Masonic order, affiliating with Meridian Lodge No. 2, Kilwinning Chapter No. 50 of Royal Arch Masons, and Ascalon Commandery of Knights Templar. His artistic and musical tastes are well defined characteristics, and find expression in the adornment of his handsome home and in his membership of the Liederkranz Society, of which he was the first president. He has been twice married, first in 1858 to Miss Kunigunde Welsch, daughter of Dr. Welsch, of Mascoutah, Illinois, who died within a year after her marriage. His second wife was Miss Sophia Seybold, a native of Philadelphia, but a resident of Camden, New Jersey, at the time of their marriage. Their children are Theodore Herold, now president of the Consumers' Brewing Company; Robert Herold, superintendent of the above-mentioned brewing company; Ella Herold, now the wife of Roland Quentin, of the Eagle Packet and Boat Store Company; Laura Herold, Oscar Herold, general manager of the Ferd. Herold zinc mines; Otto Herold, and Olga Herold.

Herold, Theodore, manufacturer, was born March 22, 1863, at Mascoutah, Illinois, son of Ferdinand and Sophia Herold. He obtained an educational training in the public schools of St. Louis, which thoroughly qualified him for business pursuits, and after quitting school was for a time in the employ of the Budweiser Beer and Wine Company. Later he became connected with the Cherokee Brewing Company, of which he became secretary, and with which he was identified until 1890. Severing his connection with this well-known brewing establishment in the year last named, he organized the Home Brewing Company, of which he became president, retaining that position until 1895. He then disposed of his interest in the Home Brewing Company and organized the Consumers' Brewing Company, being elected to the presidency of that corporation, an office which he has since filled with conspicuous ability. The idea of erecting what is known as a "vacuum" brewery in St. Louis was conceived in the summer of 1895, and it was in pursuance of this idea that Mr. Herold organized the Consumers' Brewing Company, which erected a plant, unique in its character, and pronounced by experts one of the most perfect brewing plants in existence in this country. What is known as the "vacuum" system combines the fermentation un-

der vacuum, the collection of the gas generated by fermentation and its use in carbonating the fermented beer, with the racking of the finished beer under pressure and bunging under seal, without releasing the pressure. The Consumers' Brewery was one of the first establishments of this kind built and operated in any part of the world and its equipment is complete in every detail. As president and executive head of the corporation operating this plant, Mr. Herold has had to meet the sharp competition of brewers manufacturing by the old processes, and also of the powerful combinations of capital operating the breweries of St. Louis. In introducing new methods and new processes of manufacture, he has evidenced both his capability and his courage, and the large measure of success which has attended his efforts to send an improved beer product into the markets of the country is evidence of his sagacity and good judgment in planning the enterprise. Mr. Herold married, May 2, 1886, Miss Louisa Griesedieck, daughter of Frank Griesedieck, Esq., of St. Louis.

Herthel, Adolph, a native-born citizen of St. Louis, whose father, Nicholas Herthel, was one of the pioneer German citizens of St. Louis, and one of the pioneer tobacconists also. Nicholas Herthel was born in Landau, Germany, in 1803, emigrated to the United States in 1836, and settled, in 1839, in St. Louis, where he engaged in the manufacture of snuff and the retail tobacco trade at the southeast corner of Main and Walnut Streets. He was enterprising and thrifty in his business, and when he died, in 1868, left a liberal fortune to his family and a good name along with it. His son, the subject of this sketch, born October 23, 1847, received a thorough practical education in the St. Louis public schools and the German private school, and being able to speak both German and English fluently, was well qualified for almost any kind of business. His first employment was in Lange's grocery store, at the corner of Third and Locust Streets, at $15 a month, where he remained until 1864, when, at the age of seventeen years, he was taken in by the German Savings Institution as collector. He held the position for three years, when his quick intelligence and diligence recommended him for a higher place, and he was made teller, being then only twenty years of age. After holding this position for five years, he resigned and took a six months' trip to Europe. On his return in October, of 1872, he was appointed teller of the Union Savings Association at the corner of Olive and Sixth Streets. He held this position for three years, when he was promoted to cashier, in which capacity he remained with the association four years longer. In 1879 he was appointed cashier of the International Bank of St. Louis, and that position he continues to hold at the date of this writing. Mr. Herthel's varied experience from collector up to cashier, with his thorough education and clear judgment, has made him an accomplished banker, and his full knowledge of the interests and needs of St. Louis and of the course of its business gives a high value to his opinions. He is an excellent citizen and enjoys the confidence of the large circle of business men who have close relations with him. Mr. Herthel was married October 14, 1875, to Miss Minnie Mincke, daughter of George Mincke, one of the pioneer Germans of St. Louis, who came to the United States and settled in this city in 1834. They have one daughter, Laura, wife of Dr. W. J. Kress, of St. Louis.

Hicks, Irl R., clergyman and editor, was born December 18, 1844, in Bristol, Tennessee, son of Abraham J. and Mary Elizabeth (Lindamood) Hicks, the first named a native of Tennessee, and the last named of Virginia. Both his parents were unpretentious, but honorable, intelligent and devout people. His father was a soldier in the Seminole War, and served also as a captain in the Confederate Army during the Civil War. His more remote paternal ancestors were of English origin, and his grandfather, Nathaniel Hicks, emigrated to Tennessee from Maryland. His maternal grandfather, Michael Lindamood, who came of German parentage, was born, lived and died in Washington County, Virginia. His grandmother Lindamood, who came of Scotch-Irish antecedents, was born in the North of Ireland, and came to America in childhood. Abraham J. Hicks, the father of Irl R. Hicks, floated his family from near Bristol, Tennessee, down the Holston and Tennessee Rivers on a flat-boat to West Tennessee in 1849, and settled at Paris, in and about which the son was reared. He attended what was known as the "old field" schools in the neighborhood of his home, until his fur-

ther education was interrupted by the breaking out of the Civil War. When he was eighteen years of age, he entered the First Confederate Cavalry Regiment and was in numerous battles thereafter, notably those of Perryville, Kentucky, Booneville, Mississippi, and Murfreesboro, Tennessee. From Chickamauga he was sent a prisoner of war to Johnson's Island, Ohio, where he was detained until the close of the war. Returning then to Tennessee, he educated himself for the ministry at Andrew College of Trenton, where he studied mathematics, languages, literature, and science, and later took a practical course in philosophy, meteorology and theology. August, 21, 1869, he entered the ministry of the Methodist Episcopal Church, South, at Trenton, and December 3, 1871, he was ordained by Bishop H. H. Kavanaugh, at Columbus, Mississippi. In the same month, and by the same bishop, he was transferred to St. Louis, and his subsequent life has been spent in and about this city. He was pastor of the First Methodist Episcopal Church, South, at the time of its removal from Eighth Street and Washington Avenue to Twenty-ninth and Dayton Streets, in 1882. Afterward he withdrew from the Methodist Church and connected himself with the Congregational Church, and he is still a member of the St. Louis Association of Congregational Ministers. While in the Methodist ministry he organized a benevolent order known as the Missouri Brotherhood of Ministers, and the order continued to prosper, being of great benefit to the families of deceased ministers until Mr. Hicks withdrew from the Methodist Church. Since 1887 his whole time has been devoted to scientific, literary, family and religious publications. Becoming deeply interested in meteorological work, his investigations in this field of science attracted wide attention, and in the course of time led to his inaugurating a series of publications which have gained much celebrity. "Word and Works," a monthly journal, and "Quarterly Echoes," a magazine issued four times yearly, including the "Irl R. Hicks Almanac," are the chief publications of the Word & Works Publishing Company, a corporation organized by Mr. Hicks, and of which he is vice-president, as well as editor of all its publications. At Wells' Station, on the Suburban Electric Railroad, he has two acres of lawn filled with fruits and flowers, surrounding a comfortable home, which has been christened "Skyview." Here he has a fine telescope, through which thousands of visitors from the city and from all parts of the country view the heavens every year without charge. As an observer of meteorological phenomena he has an international reputation, and his publications have been translated into nearly all languages, and through them people on all parts of the globe have had their attention called to St. Louis. While he has worked unceasingly to be useful to humanity, the character of his work has been such as to force upon him an unsought notoriety. It may be said, however, that St. Louis, as his home and the point of his observations, has derived no little benefit from the advertising thus received. The year 1898 finds him a vigorous man, physically and intellectually, and the future seems to have in store for him many years of useful and scientific labor and investigation. In 1865 Mr. Hicks married Miss Belle Abbott, of Ripley, Mississippi, who died within a year of their marriage, without issue. In 1875 he married Miss Kate Miller, daughter of James Miller, of St. Louis County, and grandniece of John Miller, who was one of the early Governors of Missouri. In 1885 the second Mrs. Hicks died, leaving an infant daughter, Irline Hicks. In 1891 Mr. Hicks married Miss Lily Hornsby, of St. Louis, and the children born of this union are Lilyan Hicks and Irl R. Hicks, Jr.

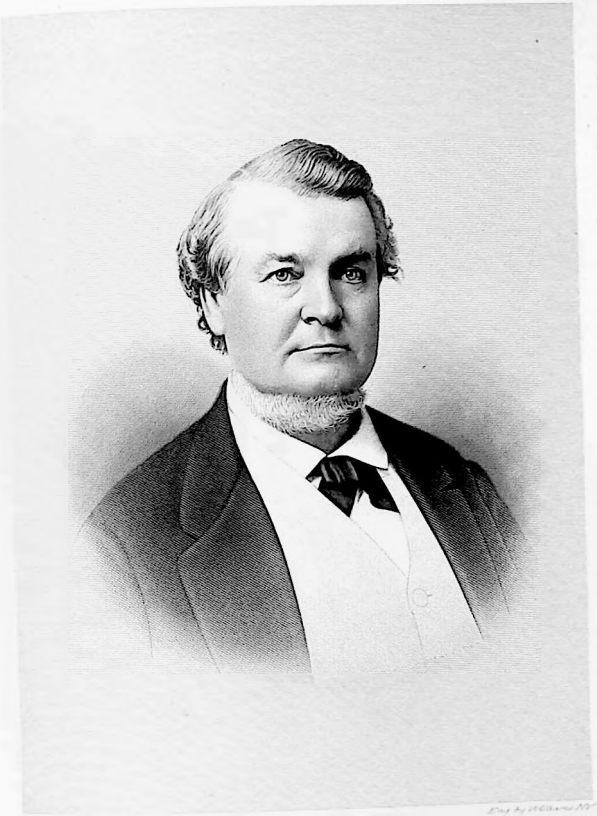
Hide and Leather Trade.—The importance of St. Louis as a market for hides is exhibited in the report of receipts and shipments through a series of years. In 1875 the receipts were 19,900,000 pounds, and the shipments 32,457,000 pounds; in 1892 the receipts were 38,412,854 pounds and the shipments 47,596,204 pounds; and in 1896 the receipts were 46,505,880 pounds, and the shipments 81,581,130 pounds—the volume of the trade largely more than doubling in the period of twenty-one years. The excess of shipments over receipts in 1896—35,075,250 pounds—shows the product of the city's slaughtering establishments, considerably more than one-half the hides that are sent off coming from animals slaughtered in the city. The tanning industry in St. Louis is not extensive enough either to take the large receipts of hides and convert them into leather, nor to supply the local demand for leather. The boot and shoe and saddlery and harness factories of St. Louis.

which are numerous and extensive, consume a very large quantity of leather, and much of the greater part of it has to be brought from other cities. The receipts in 1896 were 80,-186 rolls, the shipments being considerable. The value of the hide and leather trade in 1896 was estimated at $9,000,000.

Highbinders.—The name given to members of certain oath-bound Chinese societies, which are said to have had their origin in the Great Hung League, which required an aspirant for membership to take the following oath: "I swear that I shall know neither father nor mother, nor brother nor sister, nor wife nor child, but the brotherhood alone. Where the brotherhood leads or pursues, there shall I follow or pursue. Its foe shall be my foe." In San Francisco and other American cities having large Chinese populations, many murders have been proven against the Highbinders, and their cruelty and vindictiveness have been exhibited in shocking forms. A murder committed in St. Louis in 1883 was thought to have been committed by these Chinese cut-throats, but the accused Orientals were not convicted. In that year a negro named Johnson was killed in an alley between Seventh and Eighth and Market and Walnut Streets, and his head was found hidden in a basket of rice. The theory of the police was that the negro was killed on account of having informed against a Chinese gambler, who avenged himself through the Highbinders. There were no witnesses to the crime, but six Chinamen were arrested as suspects. They were vigorously prosecuted and ably defended later, and the cases have passed into local criminal history as "the Highbinder murder cases." As already stated, convictions were not secured, and the assassins of the negro, whoever they may have been, went unpunished.

Highland.— A village adjacent to St. Louis, laid out by John R. Shepley, August 1, 1848. It became a part of the city December 5, 1855, and extends from Jefferson to Leffingwell Avenues, between Laclede Avenue and Eugenia Street.

Hill, Britton Armstrong, lawyer and author, was born in Hunterdon County, New Jersey, December 7, 1816, and died in St. Louis in 1888. His father was David Hill, and his grandfather, also named David Hill, was a soldier in the Revolutionary War. His mother's maiden name was Abigail Benjamin, and she was the daughter of Isaac and Abigail (Ewing) Benjamin, of Millford, New Jersey. Judah P. Benjamin, Attorney-General of the Confederate States government, belonged to the same family, and Thomas Ewing, who represented the State of Ohio in the United States Senate for many years, was also closely related to the mother of Mr. Hill. After completing his education at Ogdensburg, New York, Mr. Hill was admitted to the bar at Albany, and to the court of chancery in the Empire State at Saratoga, in 1839. Two years later he came to St. Louis and soon took rank among the leading practitioners at the bar of this city. He was a man of commanding appearance, impressive in manner and gifted with very superior qualifications for the profession which he had chosen. He had rare oratorical powers and a keenly analytical mind, and these, coupled with indefatigable industry, made him one of the most successful and eminent lawyers of his day, and one of the most widely known practitioners at the Western bar. When he began practicing in St. Louis, he first formed a partnership with John M. Eager, which continued in existence until 1848. Two years later he associated with himself his brother, David W. Hill, and William N. Grover, of Illinois, under the firm name of Hill, Grover & Hill. This partnership was dissolved in 1858, and thereafter Mr. Hill devoted himself largely to the practice of land, insurance and railroad law, giving his attention mainly to cases of more than ordinary consequence and importance. From 1861 to 1871 he practiced in partnership with Honorable D. T. Jewett, and from 1863 to 1865 was a member of the firm of Ewing, Hill & Browning, of Washington City, the other members of the last named firm being his cousin, the Honorable Thomas Ewing, of Ohio, and Honorable O. H. Browning, of Illinois. This firm gave attention entirely to the transaction of business in the United States Courts at Washington, and was regarded by the bar of the country as one of the ablest combinations of lawyers in the United States at that time. From 1873 to 1876 Frank J. Bowman, of Vermont, was the partner of Mr. Hill in St. Louis, and after that he retired practically from active practice and devoted himself to literary work and to efforts to elevate the



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Britton A. Hill

laboring classes and stem the tide of corporate usurpations of the rights of the people. He achieved great eminence on account of his intellectual attainments and by reason of his broad knowledge of the law, but these were hardly more distinguishing characteristics of his career than his large sympathy with the people and his humane instincts. In 1849, when St. Louis was devastated by an epidemic of cholera, and when residents of the city were fleeing in every direction to escape the scourge, he temporarily abandoned the practice of law and utilized the knowledge which he had acquired in earlier life, to assist the physicians of the city who were unable to meet the demands made upon them. For weeks he was a daily visitor among the poor of the city, administering to the sick and relieving the distress of those in want by all the means in his power, and at his own expense. This incident in his career is illustrative of the sympathetic and humane side of his nature. Although he had attained great professional eminence, he was always a man of the people, and his solicitude for the welfare of what Lincoln called "the plain people" caused him during the latter years of his life to give much attention to governmental problems and questions which he considered of vital importance to the welfare of the masses. In 1873 he wrote and published a work entitled "Liberty and Law Under Federative Government," and in 1876 published two pamphlets for the purpose of impressing upon the Democratic party his views on the monetary questions which were then important political issues. In 1877 he published another pamphlet entitled "Gold, Silver and Paper as Full, Equal, Legal Tenders." The monetary system which he advocated in this paper was that which was put into effect in 1878 by Congress and the United States Treasury Department, and the success which attended it was always a source of pardonable pride to Mr. Hill, who had been one of its earliest advocates. In the fall of 1877 he was instrumental in having called at St. Louis a State convention which declared in favor of the overthrow of monopolies, government control of railroads and telegraphs, and other internal improvements, postal savings banks, international clearing-houses, courts of arbitration and for restoration to the people of the unearned public domain held by railroad companies. In the campaign of that year he made an active canvass in favor of the propositions enunciated in this platform, but his health failed soon afterward, and he retired from active participation in politics, although he was the candidate of the anti-monopoly party for Congress in the Ninth Missouri District in 1882. A second edition of his "Liberty and Law" pamphlet was published in 1880, and his views of popular government, as set forth in that pamphlet, were highly commended by the press of the country, and alluded to on different occasions in highly complimentary terms by the United States Supreme Court and the Supreme Courts of several of the States. Mr. Hill was twice married, first to Miss Mary M. Shepard, daughter of Elihu H. Shepard, one of the pioneers of St. Louis, and second, to Miss Johanna Behrens, of St. Charles, Missouri.

Hill, Walter H., priest and educator, was born near Lebanon, Kentucky, January 21, 1822. His earliest American ancestors were among the Catholics who settled in Maryland in the colony founded by Lord Baltimore, and his grandfather and father, the last named then only a boy, were among the pioneers who settled in Kentucky in 1787. Father Hill was reared in Kentucky and was graduated from St. Mary's College, located in Marion County of that State. After his graduation from college he came to St. Louis, and for a time studied medicine under the preceptorship of Dr. Linton, in the medical department of St. Louis University. At the university he was a fellow student of Dr. T. L. Papin and others, who afterward became famous as physicians. In February of 1847 he joined the society of Jesuits and was fitted for the priesthood. Engaging in the educational work of the church, he was made president of St. Xavier College, of Cincinnati, Ohio, in 1865, and held that position until 1869. Later he accepted the professorship of philosophy at St. Louis University, and filled that chair for many years. He is now *emeritus* professor of philosophy in the same institution. He is the author of two philosophical works, which are now extensively used as text books in the schools of this country, England and Ireland. One of these works treats of logic and general metaphysics, the other is entitled "Ethics, or Moral Philosophy." He has also written a history of St. Louis University, and has long been a contributor to various magazines, and especially to the "American Catholic Quar-

terly." In 1897 he celebrated the fiftieth anniversary of his admission to the Jesuit order, the day being observed by a celebration of solemn high mass in the morning followed by a banquet in the evening. During the time he has occupied the chair of philosophy at St. Louis University, more than one hundred young men have been graduated from that institution, many of whom have achieved marked distinction. Father Hill is widely known, not only to members of the Catholic church but to all classes of people, and by all who have come within the sphere of his usefulness and influence, regardless of church affiliations, he is much beloved.

Hill, William Preston, physician, was born in St. Louis May 9, 1858, son of the distinguished St. Louis lawyer and author, Britton A. Hill and Johanna (Behrens) Hill. Favored by fortune in early life, he enjoyed rare educational advantages, attending both American and foreign schools while pursuing his academic studies. Turning his attention then to the study of medicine, he matriculated in the medical department of the University of Pennsylvania, at Philadelphia, from which institution he received his doctor's degree in 1885. Since that time he has been engaged in the regular practice of his profession in this city, taking rank among those physicians who keep in touch at all times with the advanced thought of the profession, and who keep pace with the latest developments of medical science. Superior linguistic attainments have enabled him to familiarize himself with medical literature, and general literature as well, in the French, German, Italian and Spanish languages, and his reading has covered a broad field and a wide range of topics. A forceful, logical and attractive writer, he has made many contributions to the secular press, and many of these papers on special topics have been given wide circulation. During the memorable presidential campaign of 1896 he opposed, with such vigor and ability as to attract wide attention, the effort of the dominant wing of the Democratic party—with which he had affiliated politically—to pledge the government of the United States to the free and unlimited coinage of silver dollars at the ratio of 16 to 1. In this connection he published two monographs, one entitled "A Lesson from History," and the other "The Silver Question in a Nut-shell," both of which received from the ablest advocates of the single gold standard the highest commendation and became a part of the widely circulated literature of the campaign, so effectively used in educating the masses of the people on the money question. A man of comfortable fortune, Dr. Hill has used his means largely in making substantial and attractive building and other improvements, and numerous acts of benevolence evidence the fact that he appreciates the responsibilities which rest upon those having ample resources. He married, in 1884, Miss Winifred Quinn, and three children born of this union, two sons and one daughter, Walter Ormsby, Rowland and Winifred, are now living.

Hills, Charles Spear, manufacturer, was born August 16, 1834, in the township of Conewango, New York, son of Calvin and Mary (Watkins) Hills. He is a descendant in the ninth generation of Joseph Hills, who immigrated to this country from the County Essex, England, in 1632, and settled at Boston, Massachusetts. His father was a manufacturer of woolen goods in early life, later a farmer, and throughout his life a prosperous man of affairs. Mr. Hills received a practical education in the public schools of his native town, and when he was twenty-one years of age came west. Prior to this, however, he had engaged in rafting lumber down the Allegheny and Ohio Rivers, and become familiar with various phases of the lumber manufacturing business. After stopping for a short time in Belvidere, Illinois, he went on foot to Stevens' Point, Wisconsin, reaching that place with only fifty cents in his pocket. There he was employed as a lumberman and raftsman until 1855, when he went to what was known as Big Foot Prairie, Wisconsin, where he taught school for one winter and followed farming as an occupation during the following summer. From there he went in the winter of 1856 to Leavenworth, and subsequently to Lawrence, Kansas, where he was employed until 1857. He then pre-empted a tract of land at Cottonwood Falls, Kansas, and on this tract of land, he and Samuel Wood, later a distinguished citizen of the "Sunflower State," laid out the town which they named after the falls. At the time he settled on this tract of land his nearest neighbor was fifteen miles distant, but after a time a few other settlers came into the country, and in 1859 a postoffice was established

at Cottonwood Falls and Mr. Hills was appointed postmaster by President Buchanan. While holding this office it was his duty to carry the mails once a week to Emporia and Council Grove, each twenty miles away. His compensation was based on the number of stamps he canceled, which amounted to fifty-nine cents for the first quarter of a year. In 1860 he sold out his land claim and went to Emporia, and soon afterward joined the Emporia Guards, a popular military company of that place, of which he became third sergeant. This company marched to Lawrence, Kansas, in 1861, and there Mr. Hills was promoted to first lieutenant. From there the company proceeded to Kansas City, and at the beginning of the Civil War was mustered into the United States service, and became a part of General Nathaniel Lyon's command. While serving with his company under General Lyon Mr. Hills took part in the battle of Wilson's Creek, where he was wounded. Upon his recovery, he was made captain of Company D, of the Tenth Kansas Infantry Regiment, and joined what was known as the Army of the Frontier, commanded by General Blunt. He was in active service on the frontier thereafter, participating in all of the principal engagements in Missouri, Arkansas and Kansas, including the battles of Prairie Grove, Pilot Knob, Mound City and other engagements, and in the pursuit of the Confederates from Pilot Knob to Mound City, Kansas, where General Marmaduke and some two thousand of the enemy were captured. In 1864 his regiment re-enlisted, becoming known as the Tenth Kansas Veteran Volunteer Infantry. Captain Hills was then promoted to lieutenant-colonel, commanding the regiment, and while serving in this capacity took part in the pursuit of Hood's forces from Nashville, Tennessee, to Waterloo, Alabama. Later the regiment went to New Orleans, Louisiana, and from there to Dauphin Island, at the entrance of Mobile Bay, under General Canby. Colonel Hills led the advance up Fish River to Spanish Fort, opposite Mobile. He also led the advance from Spanish Fort to Fort Blakely, and the advance line of his brigade in the assault and capture of Fort Blakely, the last battle of the war. For this act of gallantry he was brevetted colonel by President Lincoln. With his regiment he then marched to Montgomery, Alabama, where he remained until the fall of 1865. Returning then to Kansas, he and his regiment were mustered out of the service at Fort Leavenworth, after a continuous service of four years and seven months. Immediately after laying aside the uniform of a soldier Colonel Hills came to St. Louis, and embarked in the wholesale grocery business in this city as a member of the firm of Perley, Hills & Co. Shortly afterward the firm became Perley, Hills & Pearce, and continued in existence until 1868, in which year Colonel Hills and his associates sold out their grocery business. He then took charge of the office affairs of the Daniel Catlin Tobacco Manufactory, and continued in its employ until 1877. In that year the Catlin Tobacco Company was formed, with Colonel Hills as a director and secretary and treasurer of the corporation. This enterprise proved an exceedingly profitable business venture, and in 1879, feeling that he could afford to take a rest, Colonel Hills started out to make a trip around the world. He was absent eighteen months, and within that time visited all the countries of Europe, and also Palestine, Egypt, India, Siam, China, Japan and the South Sea Islands. Upon his return to St. Louis he resumed his connections with the Catlin Tobacco Company, being elected vice-president of that corporation and active manager of its affairs. He held that position until January of 1899, when he and his associates sold the immense manufacturing plant which they had built up to the American Tobacco Company. Colonel Hills then retired to private life, after having sat for thirty-one years at one desk, and taken a prominent part in building up one of the great industries of St. Louis. In political circles he has always been known as a staunch Republican, but has taken no active part in politics. Colonel Hills has been twice married; first, May 15, 1867, to Miss Evaline Babbitt, of Indianapolis, Indiana. She died December 28, 1873. Mrs. Eva Sturges Curren, who became his second wife November 9, 1897, is a daughter of the late Samuel L. Sturges, who was long a prominent member of the Merchants' Exchange, of St. Louis.

Hills, William G., merchant and manufacturer, was born June 26, 1841, in the town of Randolph, Cattaraugus County, New York, son of Calvin and Mary (Watkins) Hills. He was reared in a rural community, attend-

ing the country district school during the winter term, and working on the farm the balance of the year. In the year 1861 he was sent to the Chamberlain Institute, in the adjoining town of Randolph, and was a student there when the War of the Rebellion broke out. Recruiting was going on in the village for a cavalry company to go into the service, and he enlisted in this company, which was afterward mustered into the Ninth Regiment, New York Volunteer Cavalry, for three years. The regiment left the State in November, 1861, and was stationed around Washington until March 9th, when they were ordered on to Manassas. Later, they shipped for Fortress Monroe, and did service in front of Yorktown, and were also engaged in the battles of Williamsport and West Point. When the army reached White House Landing, the Ninth Cavalry were ordered to Washington, and joined the cavalry brigade of the First Army Corps, Army of Virginia. In October, 1862, it was assigned to the Third Brigade, Cavalry Division of the Army of the Potomac. In April, 1863, it was assigned to the First Brigade, First Division, and in June, 1863, it became a part of the Second Brigade, First Division of the Cavalry Corps of the Army of the Potomac, in which command Mr. Hills served until his division was ordered to the Shenandoah Valley. He served under General Sheridan until after the battle of Cedar Creek, in which, with his muster-out papers in his pocket, his term of service having expired, he was engaged from 5 a. m. until midnight, and in which the brigade, including the Ninth New York, captured from the enemy twenty-two guns and caissons, three hundred and thirty-five prisoners, twenty-nine wagons, six hundred and twenty horses and mules, thirty-three ambulances, filled with wounded men, ten battle flags, besides thousands of small arms. From early in 1862 to the close of his term of service, his regiment was actively engaged in raids and skirmishes, fighting almost constantly, and he was never absent a single day from the regiment except during three months' detached service with the Twelfth Army Corps. His regiment was the first engaged at Gettysburg, and lost the first man killed in that, the greatest battle of the war. During the three months' detachment with the Twelfth Corps he participated in the Chancellorsville campaign as courier on the staff of General Geary, where his experiences in the thickest of the fight were very exciting. He was one of fifty men picked from his regiment to accompany General Kilpatrick on his Richmond raid, in February and March, 1864. At the battle of North Fork (Port Republic), Virginia, in the Shenandoah Valley, September 26, 1864, he distinguished himself for gallantry, and was awarded the Congressional Medal of Honor. After being mustered out of the military service, Mr. Hills returned to New York State, and remained at his old home until March, 1866, when he came to St. Louis. He began his business career in this city as a shipping clerk for Perley, Hills & Co., in whose employ he remained two years. In 1869 he became superintendent of L. M. Rumsey & Co.'s lead works, and held that position for two years thereafter. At the end of that time, and in the year 1871, he entered the employ of the Catlin Tobacco Company as a traveling salesman, and thus became identified with the business in which he has been conspicuously successful. In 1882 he engaged in the manufacture and sale of smoking tobacco as senior member of the firm of Hills & Fritz, which built up a business of large proportions in the next ten years. Purchasing the interest of his partner in this establishment in 1892, Mr. Hills has since conducted its affairs under his own name, and as sole proprietor. The brands of tobacco known as "Orphan Boy" and "Rod and Gun" have gained wide celebrity, and have made the name of their manufacturer familiar to thousands of people throughout the country. In the West and South especially the products of his factory have found an extensive market, and abundant success has crowned Mr. Hills' operations in this field of enterprise. Taking a pardonable pride in his military career, he has cherished a warm feeling of comradeship for the survivors of the great conflict of 1861-5, and ever since he has been a resident of St. Louis he has been conspicuous as a member of the Grand Army of the Republic. He has been vice-commander, and is now, 1898, commander of Ransom Post, No. 131, Department of Missouri, enjoying the distinction of being one of the successors of General W. T. Sherman, who was first commander of this post. Politically, he is a representative of the most pronounced type of Republicanism, and on all proper occasions takes an active interest in promoting the fortunes of his party. He married, in 1884, Miss Mattie J. Miller, of Kankakee, Illinois, and has one child, Arthur Miller Hills.

Hirschberg, Francis D., prominent in the insurance circles of St. Louis, and also as one of the Western agents of the great transatlantic steamship lines, was born September 10, 1854, in St. Louis, son of Louis C. and Lucille (Chauvin) Hirschberg. His father, who was for many years, a well known citizen of St. Louis, came to this country from Rhenish Bavaria, in 1840, bringing with him letters of introduction to a number of men who were then leading citizens of this city. The elder Hirschberg was a cultivated gentleman of independent means, and after his arrival here soon became prominent in both social and business circles. He was a man whose sound judgment in matters of finance commanded for him the respect and confidence of those who knew him and he was made a director in that famous old institution, the Bank of the State of Missouri, and assisted also in the organization of the German Savings' Institution. He was one of the organizers of the Lumbermen's and Mechanics' Insurance Company, in its day one of the high-class insurance companies in the West, was also interested in the Schulenburg-Boeckeler Lumber Company, one of the leading lumber firms of the city, and was connected with various other important enterprises, which did much to attract trade to St. Louis, and to develop the resources of the city. His son, Francis D. Hirschberg, inherited both his father's superior business capacity and his excellent judgment. He grew up in this city, imbibing the spirit of progressiveness, and he is, therefore, a St. Louisan of the new school, of modern ideas and habits, thoroughly understanding the business demands of the day, and second to none in knowing how to meet them. He was educated at Washington University, an institution which has sent out many young men fully prepared to hold their own in the struggle for position and honor in the world and an institution of which St. Louis is pardonably proud. In the year 1875, when he had just attained his majority, he embarked in the fire insurance business, purchasing at that time an interest in an established firm. In the early '80's he associated with himself in this business his brother, Louis Hirschberg, since deceased, and Mr. Christopher J. Kehoe, both capable and accomplished business men. This firm, which has ever since borne the name of F. D. Hirschberg & Bro., is among the leading representatives of Western insurance interests, and is a prominent member of the St. Louis Board of Fire Underwriters, controlling extensive lines of insurance on leading mercantile and manufacturing establishments and possessing the fullest confidence of the public. This agency, of which Mr. Hirschberg is senior member, represents the Scottish Union and National Insurance Company of Edinburgh, whose first president was Sir Walter Scott; the Lion Fire of London, the British America of Toronto, the Western of Toronto, and the Firemen's Fund of San Francisco, all old, strong and well-established companies whose names and methods command respect throughout the business world.

Mr. Hirschberg's firm was the pioneer in the modern protective device of insuring employers against accident to their employes, which has been productive of such satisfactory results, and he and his associates are general agents for the Employers' Liability Assurance Corporation of London, the first company started in England in this department of insurance. This system, as presented to the public by Messrs. Hirschberg & Bro., so commended itself to the manufacturers of St. Louis that it has been almost universally adopted by them and now there are few establishments that do not recognize the necessity of it, equally with fire insurance. In addition to his insurance interests, Mr. Hirschberg is one of the chief representatives of the transatlantic steamship business in St. Louis. He is general agent for the Southwest of the International Navigation Company, better known as the American Line and Red Star Line of ocean steamships. The American Line embraces in its fleet the "St. Louis," "St. Paul" and "New York," plying weekly between New York and Southampton (London, Paris). The vessels of the Red Star Line ply weekly between New York and Philadelphia to Antwerp and Liverpool, via Queenstown. He is also St. Louis agent for the Empire Line, whose vessels ply between Seattle and the Alaskan gold fields. Mr. Hirschberg is no less conspicuous for his admirable social qualities than for his superior business talent. His mother was a Chauvin, her mother a Papin, and her grandmother a Chouteau, a distinguished ancestry, which runs back to the beginning of St. Louis. He married a daughter of General D. M. Frost, and thus became connected with another distinguished family. A natural fondness for so-

ciety has made him a recognized social leader, and the womanly graces and accomplishments of Mrs. Hirschberg, coupled with the polished geniality of her husband, have made them popular favorites in the best social circles of St. Louis, and other cities. Mr. Hirschberg is a member of the St. Louis Club, the St. Louis Country Club, the Florissant Valley Country Club, and the Noonday Club, and he has served as a member of the boards of directors and governors of all these clubs. He is a Catholic churchman, and both he and Mrs. Hirschberg are active workers in, and liberal contributors to, charitable enterprises and movements having for their object the extension of the church of their ancestors.

Hitchcock, Ethan Allen, ambassador and cabinet officer, was born in Mobile, Alabama, in 1835. His father's family removed to Tennessee five years later, and the home of Ethan A. Hitchcock was in that State until 1851. He received an academic education in New Haven, Connecticut, and then came to St. Louis, where he followed commercial pursuits until 1860. In that year he went to China, where he remained for twelve years as the representative of an American house engaged in the China trade. Returning to St. Louis in 1874, he became interested in various business enterprises in this city, and acquired great prominence as a man of wealth and superior business qualifications. He took an active part in politics during these years of his residence in this city, and became recognized as one of the influential Republicans of Missouri. Soon after the inauguration of President McKinley he was appointed United States minister to Russia, and held that position until he resigned to accept the office of Secretary of the Interior, to which he had been appointed by President McKinley in December of 1898. He entered upon the discharge of his duties as a cabinet officer early in 1899, and has since been one of the President's trusted advisers and an able administrator of the affairs of his department of the government. Mr. Hitchcock married, in 1869, Miss Margaret D. Collier, second daughter of George Collier, of St. Louis.

Hitchcock, Henry, lawyer, was born July 3, 1829, at Spring Hill, six miles from Mobile, Alabama. He is the son of Judge Henry and Anne Erwin Hitchcock, and belongs to a family planted in this country originally in New England, but which has since had distinguished representatives in all parts of the United States. Judge Hitchcock, Henry Hitchcock's father, was a native of Burlington, Vermont, who removed to Alabama in his young manhood, served as secretary of the Territory, later as attorney-general of the State and still later as United States district attorney and chief justice of Alabama. He died at Mobile in 1839, at the early age of forty-eight, at the height of a distinguished and successful career. His father, Samuel Hitchcock, was born in Brimfield, Massachusetts, in 1755, graduated at Harvard in 1777, was admitted to the bar in Worcester, Massachusetts, and in 1780 removed to Vermont, residing there until his death at Burlington, Vermont, in 1813. He was a man of scholarly culture, and a prominent lawyer; was State's attorney, member of the Legislature, member of the convention which ratified the Constitution of the United States, attorney-general of the State, and as one of the Vermont presidential electors in 1793 voted for Washington for President, and was appointed United States circuit judge by President Adams. He was one of the founders of the University of Vermont, and one of its trustees until his death. He married Lucy Caroline Allen, second daughter of General Ethan Allen, of Ticonderoga fame, and Judge Henry Hitchcock, of Alabama, was their eldest son.

Henry Hitchcock, subject of this sketch, was graduated in November, 1846, from the University of Nashville, Tennessee, to which State his mother had removed from Alabama after his father's death. Immediately afterward he entered the junior class at Yale College, where he again graduated in 1848 with high honors. He then studied law in New York City, in the office of Honorable Willis Hall, until November, 1848, when he accepted the position of classical teacher in the High School at Worcester, Massachusetts, remaining there until November, 1849, then returning to his home in Nashville, where he studied law under Honorable William F. Cooper, at that time a member of the Nashville bar and afterward a judge of the Supreme Court of Tennessee. In September, 1861, Mr. Hitchcock came to St. Louis, and was admitted to the bar, after passing an examination conducted by Hamilton R. Gamble, chief justice of the Supreme Court of Missouri. Shortly

after he began the practice of his profession he became assistant editor of the "St. Louis Intelligencer," a Whig newspaper published in this city, which he represented at the Whig National Convention, held in Baltimore in 1852, and which nominated General Scott for the presidency. Retiring from editorial work at the end of a year, he applied himself assiduously to his profession, and in 1854 made his first appearance before the Supreme Court of Missouri. On March 5, 1857, he married Mary, eldest daughter of the late George Collier, a prominent merchant of St. Louis. Declining criminal practice, he has devoted himself especially to equity and commercial law, and long since took a place among the most eminent of Western civil practitioners. Absorbed in his professional labors, he has had no fondness for either the honors or emoluments of public office, but he has, nevertheless, had at all times pronounced convictions concerning matters political, and has never hesitated to give forcible expression to these convictions. When the Republican party was organized he became a member of that party, and his first political speech was made in advocacy of Lincoln's election to the presidency, in 1860. In 1861 he was one of the fifteen delegates from the city and County of St. Louis elected on the "Unconditional Union Ticket" to the Missouri State Convention, called "to consider the relation of Missouri to the Union." On the 13th of March, 1861, while sitting in that convention, Mr. Hitchcock made a speech, in answer to Judge Redd, of Marion County, who had argued that Missouri should neither make war against the general government or aid in coercing a seceding State, which is said to have been one of the most masterly speeches made before that convention. He was one of the four delegates who voted against a resolution declaring that slavery should be permitted south of the Missouri compromise line, while all the territory north of that line should be forever free, his conscience permitting him to make no compromise with slavery. He was also one of six members of the convention who voted against the resolution, declaring it to be the sense of Missouri that the Federal government should withdraw its troops from the forts of the seceding States. In July, 1861, he sat in the session of the convention which declared vacant the offices of Governor, Lieutenant-Governor and Secretary of State of Missouri, and members of the General Assembly, repealed certain laws enacted by the General Assembly in May, 1861, in the interests of secession, and established a provisional government, of which Hamilton R. Gamble was the head, which supported the Union cause and controlled the affairs of the State for more than two years. At a still later session of the convention he was a member of the committee of five, charged with the responsibility of formulating legislation providing for the organization of the militia of the State. At the session of the convention held in Jefferson City in June, 1862, he served on the select committee on elections and elective franchise, and aided in the preparation of the ordinance which prescribed a test oath of loyalty for those who should hold office or engage in the practice of certain professions in Missouri. He was also an active participant in the final session of the convention, held at Jefferson City in June, 1863, at which the question of emancipation was considered, and an ordinance passed providing for the final abolition of slavery in Missouri, July 4, 1870.

In October, 1864, he was appointed assistant adjutant general of volunteers in the Union Army, with the rank of major, and assigned to duty as judge advocate on the staff of General W. T. Sherman, at the latter's request. From that time until the close of the war he was in active service. In that capacity he was with General Sherman on the "March to the Sea," at Savannah, and through the subsequent campaigns in the Carolinas, which ended in the surrender of General Joe Johnston, in April, 1865. He was present at the conference between Generals Sherman and Johnston at Dunham's Station, in North Carolina, in April, 1865, and bore to Washington the dispatches announcing the famous agreement between them. On June 23, 1865, he was honorably mustered out of service. Immediately afterward he spent several months traveling in Europe, and then returning to St. Louis, resumed his law practice. In 1869 he was urged to accept the appointment of United States circuit judge for the Eighth Circuit, but declined, owing to the wide extent of the circuit and the frequent and protracted absence from home required. His health failing in 1870, he rested for a time from professional labors, and in 1871 spent some months in traveling in China and Japan. Since his return from this trip to the Orient he has been

in active practice, and no member of the St. Louis bar has occupied a more commanding position or wielded greater influence. From 1884 to 1890 he was the senior of the law firm of Hitchcock, Madill & Finkelnburg, eminent alike for the ability of all its members and its exceptionally large and important practice. That partnership expiring in 1890 by limitation, Mr. Hitchcock has continued to practice alone, principally in the State and Federal appellate courts and as counsel to large corporations. Besides these strictly professional labors, he has during the period above mentioned fulfilled many important private trusts, including the successful management of several large estates and their improvement by the erection of some of the largest and handsomest buildings in the city for business purposes.

He has also devoted much time and labor to various important trusts of a public nature. As a member of the board of directors of Washington University since 1859, and its vice-president since 1885, he has taken an active part in the affairs of that institution. Perhaps his most important service in that connection has been the building up of the law department of the University, known as the St. Louis Law School, which he assisted to organize in 1867, being appointed dean of the law faculty, and continuing to act as such, except when absent as above stated; also lecturing on various important branches of the law until 1881, when he resigned that position, though continuing as professor and lecturer until 1884. For these services he declined to accept any compensation, also contributing liberally to the endowment of the school. In 1875 he received from his alma mater, Yale University, the honorary degree of LL. D.

Mr. Hitchcock is a member of the board of trustees of the Missouri Botanical Garden, created by the munificent bequest of Henry Shaw, being one of the original trustees named in Mr. Shaw's will. Ever since the board was organized, in September, 1889, he has been, and still is, its vice-president and chairman of the garden committee, having immediate charge of the garden, and has devoted much time and thought to those duties.

Always actively co-operating with his brethren of the bar in upholding the honor and dignity of the profession, he was elected president of the St. Louis Bar Association in 1880, and in December of that year took part in organizing the Missouri State Bar Association, of which he was elected president in 1882. He was also one of the fifteen founders of the American Bar Association, organized at Saratoga Springs, New York, in August, 1878, and for many years was one of its most active and prominent members. At its annual meeting in 1879 he read a paper on the "Inviolability of Telegrams," afterward published in the Southern Law Review, which was cited by the Supreme Court of Missouri in the case of *ex parte* Brown, 72 Missouri Reports, p. 96, as a valuable contribution to the law on that important subject. In 1887 he was appointed to deliver the annual address before the association, taking as his subject "General Corporation Laws," and in 1889 he was elected president of the association, succeeding David Dudley Field, of New York, in that office, the list of whose incumbents includes also the names of Edward J. Phelps, Thomas M. Cooley, John F. Dillon, James O. Broadhead, Joseph H. Choate, and others in the first rank of American lawyers.

In February, 1890, the centennial of the organization of the Supreme Court of the United States was celebrated with impressive ceremonies in the city of New York, where that court first assembled, under the auspices of the New York State Bar Association, all the members of the court and many of the highest officials of the government being present. On the part of the bar four addresses were delivered by speakers selected to represent the different sections of the Union—namely, Edward J. Phelps, of Vermont; William Allen Butler, of New York; Thomas J. Semmes, of Louisiana, and Henry Hitchcock, of Missouri. The subject assigned to Mr. Hitchcock was "The Exercise of the Powers of the Court," and his address, summarizing its most important decisions, paid an appropriate tribute to the dignity of that most august tribunal. Among other addresses of like character previously delivered by him which received high encomiums were the annual address before the New York State Bar Association in 1887 upon the characteristics and development of the constitutions of the several States of the Union, afterward published under the title, "A Study of State Constitutions," and cited as an authority in Professor Bryce's "American Commonwealth;" and also, still more notable, an address upon the judicial career and character of Chief Justice Marshall, being one of

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a course of lectures by Judge Cooley and other eminent lawyers upon the development of the American Constitution, delivered in March, 1889, at the University of Michigan.

For many years Mr. Hitchcock has been an earnest advocate of civil service reform. In May, 1881, he organized the Missouri Civil Service Reform Association, and served for several years as its president, always maintaining an active interest in its work. In August, 1881, he was associated with George William Curtis, Carl Schurz, and others in establishing the National Civil Service Reform League, of which he is a vice-president and member of the general committee. At the annual meeting of the League in December, 1897, at the request of its executive committee, he read a paper on "The Republican Party and Civil Service Reform." which attracted unusual attention.

Mr. Hitchcock is a member of the Missouri Commandery of the Loyal Legion and of Ransom Post, No. 131, Grand Army of the Republic; also of the University, Commercial and St. Louis Clubs, of St. Louis, and of the Union League, University and Lawyers' Clubs, of New York.

Hobbs, William Alexander, editor and publisher, was born June 4, 1854, in St. Louis, son of Benjamin R. and Catharine (Kennedy) Hobbs, both of whom were natives of Kentucky. His parents were people of very limited means, and in consequence of this fact he began the battle of life on his own account at a very early age. His educational advantages were limited to an irregular attendance at the public schools of St. Louis in early boyhood, and his first knowledge of trade was gained as a newsboy on the streets of the city. Later he became a messenger for the Western Union Telegraph, and this led to his learning the art of telegraphy. Having that kind of genius which enables a youth to acquire education by coming in contact with people of intelligence and participation in the practical affairs of life, his young manhood found him, notwithstanding the disadvantages under which he had labored, well informed, capable and energetic, and having, withal, that laudable ambition to make a good name for himself, which is the best stimulus to earnest and persistent effort. Drifting finally into reportorial work in connection with the press of St. Louis, his education was broadened in the practical school of journalism, which has developed many of the best minds of the present generation. His work in the newspaper field led to his becoming interested in politics, and having the happy faculty of making friends among all classes of people, it was not long before he came to be looked upon by his political associates as an available candidate for public office. In 1886 he was nominated by the Republican party for recorder of deeds, and at the ensuing election was chosen to that office. In 1890, at the expiration of his term, he was renominated and re-elected, and in 1894 was again the nominee of his party, but suffered defeat. He retired from office at the end of eight years of service with an enviable record as a faithful and upright public official, and soon afterward returned to journalism as one of the owners and editors of the "Daily Hotel Reporter," with which he is still connected. He has been very prominently identified with fraternal organizations in St. Louis, being a member of the Legion of Honor, the American Legion of Honor, and the Knights of Honor. During two years he served as grand commander of the American Legion of Honor for the State of Missouri, and for six years he was a representative in the Supreme Council of the Legion of Honor. September 17, 1879, he married Miss Barbara F. Meyers, of St. Louis, and he has one son and two daughters, named, respectively, Joseph McCullagh Hobbs, Katherine Laura Hobbs, and Helen Eva Hobbs.

Hodgen, John Thompson, one of the greatest of Western physicians and surgeons, was born in Hodgenville, Larue County, Kentucky, not far from the birthplace of Abraham Lincoln, January 19, 1826, and died in St. Louis April 28, 1882. His father was Jacob Hodgen, a worthy man and an elder in the Christian Church of Hodgenville, and his mother's maiden name was Frances Park Brown. Both his parents were people of superior intellectual attainments, and the counsel and guidance of his mother influenced especially both his early and later life. He obtained his rudimentary education in the common schools of Pittsfield, Pike County, Illinois, to which place the family removed in his childhood, and took a collegiate course later at Bethany College, of Bethany, West Virginia, from which institution he was graduated

at an early age. He then entered the medical department of the University of Missouri, and was graduated from that institution in the class of 1848. He at once began the practice of his profession in St. Louis, and from April of 1848 to June of 1849 he was assistant resident physician of the St. Louis City Hospital. From 1849 to 1853 he was demonstrator of anatomy in Missouri Medical College, and from 1854 to 1858 he was professor of anatomy in that institution, and from 1858 to 1864 professor of anatomy and physiology. During the Civil War, when the building of the Missouri Medical College—better known as McDowell Medical College—was seized by the Federal authorities and converted into a military prison, he made a heroic, but unsuccessful effort to preserve the organization of the institution. Failing in this, he transferred his allegiance to the St. Louis Medical College, in which he filled the chairs of physiology and anatomy, respectively, until 1875. He was then made professor of surgical anatomy, fractures and dislocations, and became dean of the faculty of the college, a position which he continued to hold until his death. During a period of eighteen years, extending from 1864 to 1882, he taught clinical surgery at the City Hospital. His great surgical skill was utilized by the government during the war, first, in the capacity of surgeon-general of the Western Sanitary Commission, later as surgeon of a regiment of the United States Volunteers, and as surgeon-general of the State of Missouri. For twenty years, from 1862 to 1882, he was consulting surgeon of the City Hospital, and during the years 1867 and 1868 he was president of the St. Louis Board of Health, and a member of that body until 1871. While serving in that capacity he laid the foundation for the Charity Hospital and dispensary system of the city, and inaugurated sanitary measures which have been of lasting benefit to St. Louis. He was president of the St. Louis Medical Society in 1872, chairman of the surgical section of the American Medical Association in 1873, president of the State Medical Society in 1876, and president of the American Medical Association in 1880. Renowned for his surgical skill and his superior attainments as a physician, he was hardly less famous in local medical circles for his mechanical and inventive genius. Some of his inventions have since attained world-wide celebrity, among which may be mentioned the wire splint, for fracture of the thigh; suspension cord and pulleys, permitting flexion, extension and rotation in fracture of the leg; forceps-dilator, for removal of foreign bodies from the air passage without having recourse to tracheotomy; cradle splint, for fracture of the thigh; wire suspension splint, for injury of the arm; double-action syringe and stomach-pump, and hairpin dilator, for separating lips of the opening in the trachea, and designed to serve as a guide to the trachea tube. The following were his chief contributions to literature: "Wiring the Clavicle and Acromion for Dislocation of the Scapular End of the Clavicle," "Modification of the Operation for Lacerated Perineum," "Dislocation of Both Hips," "Two Deaths from Chloroform," "Use of Atropia in Collapse of Cholera," "Three Cases of Extra Uterine Foetation," "Skin-Grafting," "Nerve Section for Neuralgia and Induration of Penis," "Report on Antiseptic Surgery," and "Shock and Effects of Compressed Air, as Observed in the Building of the St. Louis and Illinois Bridge." "Remarkable for erudition and knowledge of the art he professed, untiring in study, an extensive and thorough reader, clearly digesting and appropriating ideas, he was noted for his solidity and sobriety of understanding, the legitimate fruit of industry and application He loved his profession and knelt at its shrine with the devotion of a priest. He was quick to cheer and help the meritorious and struggling young student and practitioner, and of a free and open nature. He was easy and familiar with the younger members of the profession, rejoiced in their emoluments, success and honors; gave them their full meed of praise when merited, and never sought to monopolize the honors of his calling. Broad and liberal in his views, and original and independent in thought and action, he was the standard-bearer of progress in the medical profession. Possessed of a bold heart and a clear head, he yet had the keenest sympathy for suffering humanity. The poor, the halt, the lame and the blind received his ministrations without price, and he made no distinction in his treatment between the rich and the poor. In his professional counsel and friendly intercourse he was the comfort and help of the young practitioner. No time was too inconvenient, no call too sudden, no patient too humble to claim immediate attention. Like the soldier on the eve of battle, he was ever

ready to respond to the bugle-call, no matter when or where it sounded." In every sense of the term a manly man, a learned doctor, and a skillful surgeon, it is no disparagement to other eminent physicians who have practiced their profession in this city to say that hardly any other has left so pronounced an impress upon the history of medicine in St. Louis. His son, HARRY A. HODGEN, physician, was born in Pittsfield, Pike County, Illinois, August 21, 1855, and died at Alma, Michigan, to which place he had gone in search of health, August 29, 1896. He was reared in St. Louis, and completed his academic education at the St. Louis High School when he was nineteen years of age. He was married in 1875, and for several years thereafter was engaged in the commission business in St. Louis. He then began the study of medicine under the preceptorship of his father, and in 1883 was graduated from the St. Louis Medical College. During the year following his graduation he was assistant physician at the City Hospital, and then began the practice of his profession, making a specialty of orthopedic surgery. His success as a practitioner was phenomenal, and, although he was a young man at the time of his death, he had become widely known and was greatly beloved both by his professional brethren and the general public. Becoming interested, as his father had been before him, in medical education, he was made professor of orthopedic surgery in St. Loius Medical College, and was for several years one of the most talented lecturers connected with that institution. The feeling entertained toward him by those members of his profession who knew him the most intimately and were most competent to judge of his attainments was aptly expressed in a memorial adopted by the St. Louis Medical Society at a meeting held October 3, 1896. This memorial said of him: "He was earnest, industrious and faithful as a physician, as the head of a family, and as a citizen. Ill health had been his companion for many years, and yet he never complained, nor did he deviate from the straight line of earnest, honest work. His desire to achieve a place in his profession, and to properly serve his family, to which he was almost fanatically devoted, prompted him to deny himself the rest and vacation from time to time which he should have had during many years past. He kept in the harness, hard at work, almost to the last. Physical exhaustion finally drove him to rest, which was soon followed by his sudden death. The medical profession of St. Louis will never possess a member with a keener sense of professional honor and duty, and one who more unselfishly and heroically, although a sufferer, served humanity without regard to his own interests than Dr. Harry Hodgen."

Hoerr, John, was born in Hesse-Darmstadt, Germany, February 6, 1850, and is the son of William and Elizabeth Hoerr. After graduating from the Polytechnical School at Carlsruhe, Germany, at the age of eighteen, he immigrated to the United States in 1868, landing in New York City, and later locating in Mankato, Minnesota. There he was first employed as clerk in the county treasurer's office of Blue Earth County, where he remained two years. In 1871 he located in New Ulm, Minnesota, and engaged in business on his own account as manufacturer of and wholesale dealer in mineral waters. In September, 1872, he located in Denison, Texas, and engaged in similar business also in Dallas, Hempstead and Austin, which he conducted ten years. In 1882 he disposed of his mineral water interests in Texas and located in St. Louis, Missouri, and engaged in the manufacture of a proprietary article known as Phosphatic Lemon Rye, which business he conducted five years. In 1887 he engaged, in St. Louis, in the manufacture and sale of what is known as Condensed Phosphorus Water, with branch stores in Boston, Massachusetts, New York City, Altoona, Erie and Williamsport, Pennsylvania; Corning and Rochester, New York; Chillicothe and Springfield, Ohio; Thomaston, Connecticut, and other cities. Condensed Phosphorus Water is a specific for rheumatism, gout, indigestion, liver and kidney disorders. Mr. Hoerr is a Republican in politics and independent in religious views. He is a Mason and an Odd Fellow. He married Miss Mary Bergman, of New Ulm, Minnesota, January 9, 1875. They have six living children—Louis A. Hoerr, Henry W. Hoerr, Esther Hoerr, John Hoerr, Jr., Arthur Hoerr, and Roland Milton Hoerr.

Hogan, John, was born in Ireland, but came with his father to Baltimore in 1817. His mother died when he was about ten years old. A year later his father married again. He

left home on that account, and was indentured as apprentice to a shoemaker. When twelve years old he entered a Methodist Sunday-school. At fifteen he joined the church, and before he was twenty years old he was a licensed preacher. In 1825 he was received into the Illinois Conference and in 1829 he was transferred to Missouri and served in St. Louis County. He married in Missouri, but the illness of his wife induced his removal to Illinois, where he became register of lands. He afterward came to St. Louis, and in copartnership with a man of means conducted a wholesale grocery business. The great fire of 1849 was escaped by his firm. The excessive labor imposed by increased business brought on a nervous trembling of the hands, from which he did not recover. He became postmaster of St. Louis under President Buchanan, and later was in Congress. He was a member of the first and the present Centenary Church, and maintained his ministerial authority as a local elder of the Methodist Episcopal Church, South. His last sermon was preached in Centenary Church a few months before he died, in the summer of 1891. He was buried in Bellefontaine Cemetery, after funeral services in the church to which he had been so long attached. He lived to be about eighty-six years old. He was a good writer, and wrote memoirs of men in his church which were printed in the St. Louis "Christian Advocate."

Holidays.—New Year's and Christmas days, the Fourth of July, the 22d of February, the 30th of May (Decoration Day), the first Monday in September (Labor Day), any general State election, and any Thanksgiving Day appointed by the Governor or President, are public holidays in the State of Missouri, and when any such falls on Sunday the Monday next following is considered such holiday. All mercantile paper falling due on any of these holidays is payable the preceding day. However, when such paper falls due on Monday, and same is a legal holiday, such paper is not payable until the following day—Tuesday. By new section of 1895 all banking institutions may close their doors at 12 o'clock every Saturday, the remainder of the day being declared a legal half-holiday in cities of over 100,000 inhabitants.

Holland, Robert A., S. T. D., rector of St. George's Protestant Episcopal Church of St. Louis, is descended on the paternal side from a line of physicians which for three centuries was unbroken. His father, Dr. Robert C. Holland, graduated at Transylvania University, which was then the leading, if not the only, university west of the Alleghanies, and for fifty years practiced his profession with rare success. An ambitious student, he more than once broke his health by overstudy. He had a passion for fine words, which ran to conversation rather than to writing, and made him a noted converser, his conversation being after the old style, oratorical. From teaching in his youth, he came in after years to make his home a school, where he personally supervised the education of his sons, supplementing the usual course with special studies, such as elocution, which he himself taught, with daily practice throughout the years of their youth, choosing for such practice the best examples of oratorical style. In later years his educational interest took the form of active and effective work as a director of public schools in Louisville.

On the maternal side Dr. Holland sprang from a family of eminent lawyers, running back as far as does the paternal line in medicine. His mother, Elizabeth Lewis Turner, was a poet, though none of her poetry was ever published. "In the Kentucky of those days it was not considered lady-like in the most aristocratic sense to have any kind of public name, though it were the name of genius. A society item would have caused a duel." Accordingly, Mrs. Holland's poetry was known only to her family and friends. "Some of its dainty verses," says her son, "I remember, and prize all the more for their privacy, as poetry written for its own sake." The scientific interest and human sympathy of the physician, the tenacity of the advocate, and the idealizing fervor of the poet—these are the elements which have blended in the mental heredity of the subject of this sketch; and the result has been a personality which, repeating a paternal characteristic, has never taken thought to spare self in the ceaseless labors undertaken for the good of others as individuals, which has spontaneously developed into leadership in the search for deeper insight into the pressing present problems of social and institutional life, and which at the same time, by native power of oratory, has

stirred many thousands to clear consciousness of and positive resolution toward the one ideal which makes life really worth living.

Dr. Holland was born in Nashville, Tennessee, in 1844. The family removing to Louisville, his early years (five to seventeeen) were passed in the latter city. In the latter year he graduated from the Louisville College, whose president at that time was the Rev. Stuart Robinson, described as a man of power. Even before graduation young Holland had been "licensed to preach" in the Methodist Church, and a month after his first sermon was delivered. Four months later he was sent as "preacher in charge" to Campbellsville circuit, where, however, he shortly raised a company and with it entered the Southern army. At the end of the year, as he himself has expressed it, he found himself the juvenile chaplain of Buford's Brigade of Kentucky Cavalry, and once more at school, but now in the grandest college this world has—an army in actual war for great ideas. Outside the regular school channels, too, Dr. Holland's education included a significant factor, consisting in the eager study of one of the most finished masters of English poetic style. "The chief event of my boyhood," he has said to the editor of this sketch, "is that when about thirteen years old I found on a table in my bedroom a copy of Shelley's Poems. Who Shelley was I did not know, or what was poetry other than a wide-winged flight of Mother Goose. I remember no other sensation in my life like the thrill of soul I felt in reading the opening lines of Queen Mab, at which I chanced to open the book. I read the book through at once. I read it over and over again. I repeated the reading every year for twenty years afterward. I read everything about the author I could find. While I was but little influenced by his theologic thoughts, the spirit of his poetry haunted me; held me throughout all my early manhood."

Educated in so vital a way as he was, both before and in the "war for great ideas," at the close of that war (being then just twenty-one years old) he went to New York City to organize a church among the Southerners there. For this purpose he rented the large hall of the Cooper Institute, placarded the town with advertisements, and preached to the congregation gathered on such notice. By the fourth Sunday the hall was filled. Here, however, his work was cut short by the illness of his wife, whom he had found in Georgia, and marriage with whom (Miss Theodosia Everett) he describes as the "chief event of his war experience." The work so auspiciously begun in New York was not, however, to end abruptly. Where the youthful war-taught preacher left it off it was taken up and continued by Rev. Dr. Deems, "under whose genius and with the aid of Commodore Vanderbilt," as Dr. Holland expresses it, it afterward developed into "The Church of the Strangers."

The year following his New York experience young Holland went abroad, spending the year in Egypt, Arabia, Palestine, Asia Minor, Turkey, Greece and Italy, the purpose being to complete his college education "by studying over its lessons of history and literature amid the scenes they celebrate." It was, to use his own words, "before the days of Cook's Tourists. American travelers were few. Travel in the East was full of adventure and romance. Everything seemed picturesque, poetic. Shelley was translated into fact. I saw Hellas as Revolts of Islam, etc.—another magnificent college course;" and, we may add, surely so for such a student.

On his return to America Dr. Holland became, and for three years remained, pastor of Trinity Methodist Church, Baltimore, then probably the leading congregation of Southern Methodism. But that last "magnificent college course" had wrought a radical change in the student. A year of religious art in European travel served to crystallize the already deeply felt necessity of symbolism in worship of the art sentiment as the very soul of worship, and this could not but have the effect to estrange him from his first love. Of this turning point in his life the following is Dr. Holland's own account: "What Ruskin began, Kingsley carried on; for about this time I read 'Hypatia,' which introduced me to the broad church school of the Church of England, the school of Kingsley, Maurice and Frederick Robertson. I was fascinated by its breadth, its freedom, its large toleration, its courage, its higher rationalism, and became a convert and candidate for holy orders in the Episcopal Church. My first call as an Episcopal minister was to St. George's, St. Louis, of which I became rector in 1872.

"During the second year of my rectorship I ran against Herbert Spencer's 'First Principles.' I was familiar with its philosophy

through Sir William Hamilton and Dean Mansell, who had applied the same method to disprove atheism. The agnostic turn given it by Spencer surprised and overcame me. There was no evidence for or against God, and belief or unbelief was purely a matter of choice, or rather of caprice. All faith—as faith of reason, faith of mind, faith of the whole man, faith of man's worth-ship, or of God's—was gone; and what took its place was a shift, a snare, a pleasance, lacking all the solemnity, sanctity, authority, obligatoriness of religion. I was still religious, but a religious agnostic; a priest under inner protest, self-satirized in every priestly claim and function. For three years this snag stuck in my soul and well-night shipwrecked it.

"There could be no rescue except by reason, and reason had confessed its impotency. It was at this crisis that I met Dr. W. T. Harris, Professor W. M. Bryant, and the other Hegelians of St. Louis, and by them was introduced to Hegel's philosophy, which corrected the false metaphysic of Spencer's bastard Neo-Kantianism and restored my faith in the right and might of reason to know all, even absolute reason. Since then I have been a preacher of the gospel according to Hegel, with no faith which reason may not warrant; and with all faith surer than calculus, geometry or eyesight, I know whom I have believed."

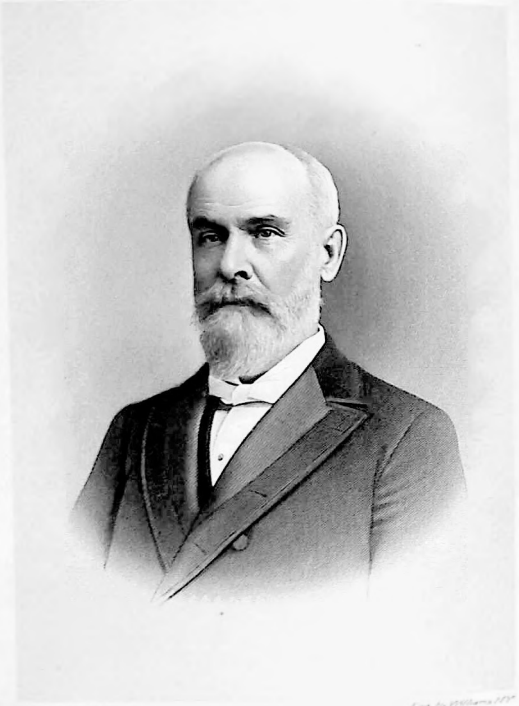
Seven years in St. George's in St. Louis was followed by four years of service in Trinity Church, Chicago, and this again by several years in Trinity Church, New Orleans. "There," he says, "I lived in a Shelleyan dream that restored all my boyhood of feeling and fancy and mother-tongue speech after many years of metaphysical exploration."

This "Shelleyan dream" was shortly interrupted, however, by a recall to the church of his first rectorate in St. Louis, where for twelve years (to present date, 1898) he has worked to the degree of repeated self-exhaustion, once to a degree from which restoration seemed impossible, intent only upon the performance of the manifold duties of his priestly office, interpreted in the largest and most vital sense—preaching, teaching, visiting, comforting the sick, burying the dead, helping the people to live wholesome, cheerful lives, guiding those who stray or stumble.

Not least among his labors in St. Louis have been those pertaining to the higher educational field, such as conducting in the guild room of his church "The Dante School of Philosophy" and "The Social Science Club," both of which for several years drew into active membership many of the leading minds of St. Louis and brought out many addresses and discussions of great interest and value. In the same general direction have been the courses of lectures delivered by Dr. Holland, and the special classes conducted by him in the interpretation of poetry, especially that of Dante and of Tennyson and of Browning—interpretations constituting a rich revelation to those who have had the privilege of listening to them. Along with all this Dr. Holland found time to take active part in the Concord School of Philosophy and to establish a vital relationship with the New England Transcendentalists. It was but the natural corollary of such work that he should have received a call to Boston; that on his visit to England some years since he should at once find himself at home among the great speculative thinkers at Oxford University, and that he should be counted as one of the specially potent factors in forming a new school of thought in the Protestant Episcopal Church, known as the "High-Broad," as distinguished from merely high or merely broad.

Dr. Holland sums up his own spiritual growth as follows: "In my tenth year I read Ivanhoe, in my eleventh Rasselas, in my thirteenth Shelley, in my fourteenth Macaulay, in my sixteenth Carlyle, in my eighteenth Jeremy Taylor, in my twenty-second Ruskin, with travel amid scenes of art or of story that have inspired all great art; in my twenty-fifth Kingsley and Maurice, in my twenty-eighth Spencer, in my thirty-first, and ever since, Hegel; and all the way through, and almost every year over, Dante, Shakespeare, Goethe, with our own most intimate minstrels of fire-side and forest, Keats and Tennyson and Browning. I have believed, I have thought, I have loved. The God of my love is infinite Reason; the God of my Reason is infinite Love."

Holliday, John J., for many years a prominent citizen and public official of St. Louis and a man well known throughout the State of Missouri, was born in Pike County, Missouri, July 23, 1819, and died in St. Louis September 18, 1881. His father was Major Joseph Holliday, who came to this State from



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Saml N. Holliday

Kentucky in 1817, after having served as a volunteer soldier in the War of 1812, and who was later commissioned to lay out the county seat of Monroe County. He performed this duty and named the town Paris, after the town of the same name in Bourbon County, Kentucky, which had been his early home. John J. Holliday was educated in St. Charles College, of St. Charles, Missouri, and came to St. Louis in 1846. For several years thereafter he was associated in business with his uncle, Captain John S. McCune, in an enterprise closely allied with the river interests. In 1849 he made the overland trip to California as a gold-seeker, his younger brother, Samuel N. Holliday, accompanying him, and remained on the coast two years. Returning to St. Louis in 1851 with some means, which he had acquired in freighting and merchandising in California, he bought a farm in Lafayette County, which subsequently became the site of the present town of Higginsville. He lived in Lafayette County seven years, and during his residence there represented the county in the Legislature during the administration of Governor Trusten Polk. He was an active Whig politician in those days and prior to that time, and as early as 1848-9 he was a member of the State executive committee of the Whig party, and was the last surviving member of that committee. He tired of farming in 1858, and returning to St. Louis became general agent of the Wiggins Ferry Company, retaining that position five years under the presidency of Honorable Lewis V. Bogy, afterward a United States Senator. In 1863 he became associated with James Collins in the proprietorship and management of what was known as the Broadway Foundry, and in this capacity was identified with the manufacturing interests of the city thirteen years. Later he was engaged in the real estate business as head of the firm of Holliday & Bulkley, and in this, as in other fields of enterprise, was always known as a business man of the highest character and a thoroughly public-spirited citizen. He was a warm friend of popular education, and served for many years as a member of the school board of this city. At the beginning of the year 1881 Governor Crittenden appointed him coal oil inspector of St. Louis, and he was discharging the duties of that office at the time of his death. For forty years he was a member of the Presbyterian Church, and for many years he was a ruling elder of Pine Street—now Grand Avenue—Church of this city. The surviving members of his family were a widow, seven sons and two daughters. His eldest daughter is now the widow of James H. Wear, long known as one of the leading merchants of St. Louis.

Holliday, Samuel N., lawyer, was born on a farm near Spencer Creek, in Pike County, Missouri, October 30, 1829, son of Major Joseph and Nancy McCune Holliday. He is of Scotch-Irish descent, and his great-great-grandparents, Adam and Jane Macomson Holliday; his great-grandparents, Samuel and Janet Adair Holliday, and his grandfather, William Holliday, were all of Rathfriland, County Down, Ireland. His father was one of the most interesting pioneer settlers of Missouri, having come to this State from Kentucky, where he was born in 1789. The elder Holliday was one of the volunteer mounted riflemen of Kentucky who served under Colonel Richard M. Johnson—afterward Vice-president of the United States—in the War of 1812. He was a participant in the battle of the Thames, Canada, fought in 1813, and in an autobiography which he wrote in 1863 gave some interesting reminiscences of the battle and the killing of Tecumseh. Samuel N. Holliday, his son, went with his father from Pike County to Monroe County, Missouri, in 1837, and obtained his early education at a country school in that county. He was later a student at the Collegiate Institute, of Hannibal, Missouri; at Spring River Academy, in Lawrence County, Missouri, and pursued his studies also for a time at home under the tutorship of James Carr, who was later attorney for the Hannibal & St. Joseph Railroad Company, and well known throughout the State as a railroad lawyer. In 1849 he went to California with his brother, John J. Holliday, making the overland trip across the plains, and spent two years in that State, engaged in freighting and merchandising in the mining region, his business headquarters during the greater part of that time being at Hawkins' Bar, on the Tuolumne River. He returned to Missouri in 1851, coming by way of the Isthmus of Panama, Cuba and New Orleans. Immediately after reaching his old home he entered the academic department of Cumberland University, at Lebanon, Tennessee, and after completing his classical studies and receiving his degree of A. M., took up the

study of law and was graduated from the law department of that institution in the class of 1855. He then entered upon the practice of his profession in the city of St. Louis, and for many years has been prominent as a member of the St. Louis bar, being recognized both by his profession and the public as a practitioner of superior attainments and high character. In his bearing and manner he is a dignified, courtly gentleman of the old Southern school, and his professional methods have always been those of the high-minded lawyer, having a thorough appreciation of the responsibilities resting upon him as counselor and advocate. Devoted to his profession, he has never sought and never desired to fill a public office. Politically he has been identified with the Democratic party and belongs to the old school of Democracy, believing in a strict construction of the Constitution, a tariff for revenue only and the maintenance of the gold monetary standard. He became a member of the Cumberland Presbyterian Church in 1848, and after the only society of that denomination in St. Louis had been disorganized in the Civil War, transferred his membership to the Central Presbyterian Church, in which he has been a ruling elder for twenty years. He married, in 1860, Maria Fithian Glasby, who died in 1886 at Pasadena, California. Three children were born of their union, of whom Ida Rebecca Holliday, their only daughter, died in 1878. Their living children are two sons—Joseph G. Holliday, a graduate of Yale College, and now a member of the St. Louis bar, and William Harrison Holliday, who graduated at Harvard College, and is now cashier of the Merchants' National Bank, of Los Angeles, California.

Holman, John Beriah, manufacturer, was born in Cincinnati, Ohio, October 11, 1854, son of John B. and Jemima (McFeely) Holman. He is descended in the maternal line from Henry Rogers, a Revolutionary patriot, who was born in Morris County, New Jersey, in 1752, enlisted in 1775 in Captain Morris' company of Colonel Lord Stirling's regiment, and bore his part with honor through the independence struggle. Mr. Holman's father was a native of New York State, where the family has long been one of prominence, Holman City having been named in honor of one of its representatives. Mr. Holman's parents removed from Cincinnati to St. Louis when he was eleven years of age, and he completed his education at Washington University in this city. After taking a scientific course at that institution he entered the employ of the Iron Mountain Railroad Company in 1871, and was employed in the general ticket office in St. Louis until 1874. In that year he embarked in business in this city as a commission merchant, continuing that enterprise until 1879, when he engaged in the real estate business. Some time later he became the owner of a valuable patent utilized in the manufacture of boxes, and as a result, in conjunction with his brother, William H. Holman, established the manufacturing enterprise with which he has since been identified, and which has contributed not a little to the celebrity of St. Louis as an industrial center. The business thus established was incorporated in 1885 as a joint stock company, with William H. Holman as president, and John B. Holman as secretary and treasurer. It continued to be thus officered and managed until 1891, when William H. Holman died, and John B. Holman succeeded to the presidency of the corporation, a position which he still retains. The manufacturing plant which Mr. Holman and his brother built up in this connection now employs nearly two hundred operatives and belongs to that class of enterprises which contribute most to the upbuilding of a city and to the enhancement of its prosperity. Other manufacturing corporations in which he is interested as a stockholder, and with which he is identified officially are the Missouri Fire Brick Company, of which he is president, and the Vincennes Paper Company, of which he is a director. He is also a director of the National Bank of the Republic, and is known as a capable and sagacious financier. A member of the Masonic order, he affiliates with Occidental Lodge No. 163; St. Louis Chapter No. 8 of Royal Arch Masons, and St. Aldemar Commandery of Knights Templar. He honors the memory of his Revolutionary ancestors through his active membership of the Missouri Society of the Sons of the American Revolution. He is an accomplished amateur photographer, and is vice-president of the St. Louis Photographic Society. Being an ardent lover of nature and a disciple of Isaac Walton as well, he delights occasionally in leaving the busy haunts of trade, with a fisherman's outfit and his camera as an adjunct, to travel by lake and

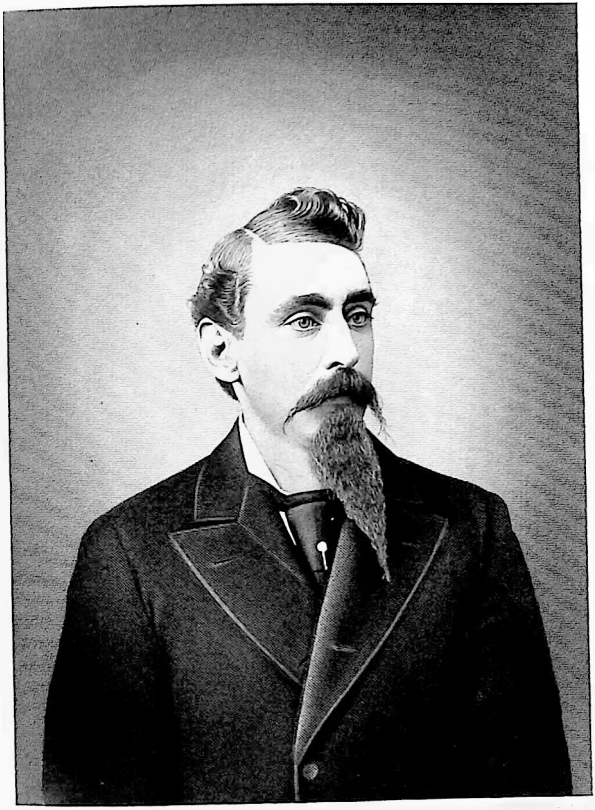
stream, returning not only with trophies of his skill as an angler, but also with reproductions of scenery, which will in after years serve to awaken memories of days spent in communion with nature's beauties. December 20, 1876, Mr. Holman married Miss Frances Wash, daughter of Martin W. and Margaret (Humphreys) Wash, of St. Louis. William Wash, great-grandfather of Mrs. Holman, fought with the patriots in the Revolutionary War, and her grandfather, Martin Wash, was a soldier in the War of 1812, holding a captain's commission. Her father, Martin W. Wash, was a soldier in the Mexican War, and was wounded in action while serving under Colonel Doniphan's Missouri regiment. The only son of Mr. and Mrs. Holman is John Edgar Holman, who graduated from Smith Academy in the class of 1895 and is now associated with his father in business.

Holman, John Harvey, merchant and manufacturer, was born July 15, 1834, at Royalston, Massachusetts, and died in St. Louis, June 7, 1892. His parents were Harvey and Rosetta Holman, excellent people, who passed their lives in a rural community, and he was reared under influences promotive of sound morality and the formation of high character. He attended, as a boy, the country schools, and was regarded as a quiet, studious youth, and one who took practical views of life, and was endeavoring to fit himself as well as possible for its duties. The boy was father of the man, and when he entered upon his business career all his duties were performed faithfully and with an honesty of purpose which made a favorable impression upon all with whom he was brought into contact. Before leaving Massachusetts he had some experience in connection with the picture frame business, and later in a furniture store. He came to St. Louis in 1853, but after stopping here a few days went down the river by boat to New Orleans. He remained in that city several months, and then, in the early part of 1854, returned to St. Louis. Soon after his arrival here he entered the employ of Messrs. Scarritt & Mason, engaged in the furniture trade, becoming foreman of their shipping department. His faithful and efficient services secured for him advancement from time to time until, when the Scarritt Furniture Company was organized, he became secretary of the corporation. This position he held until the day of his death, and for many years he was an influential factor in the furniture trade of the city. No man was ever more highly esteemed by his business partners and associates, or better loved by his employes, and the unanimous testimony of the clerks and salesmen connected with the establishment in which he was a shareholder and official was to the effect that his heart was full of the milk of human kindness. In his business relations he was the soul of honor and truth; in his social relations his friendship was something to be sought for and prized, and in his family he was the ideal husband and father. When the "Furniture Gazette Publishing Company" was organized for the purpose of publishing the "St. Louis Furniture News" he was made president of that corporation by a unanimous vote, and three times afterward was re-elected to the same position by the same unanimous action. To his ability, wisdom and judicious counsels much of the great success of that journal was due, and after his death a series of resolutions adopted by the directors of the "Furniture Gazette Publishing Company" bore testimony to that fact, gave expression to the deep regard which his fellow-officials of this board had felt for him and paid glowing tributes to his many good qualities of head and heart. For thirty-four years he was prominent as a member of the order of Odd Fellows in St. Louis, and he was a past grand master of that organization. August 25, 1864, Mr. Holman married Miss Margaret Alden, daughter of Ichabod and Margaret Alden, and a direct descendant of the Puritan John Alden. The children born to them were Emma, Annie and Nellie Holman, the first named of whom is now Mrs. Wallace McCargo.

Holman, Minard L., water commissioner of St. Louis, was born June 15, 1852, in Mexico, Oxford County, Maine, son of John H. and Mary (Richards) Holman. Both his parents were natives of Maine, the father having been born in Livermore in 1826, and the mother in Mexico. They were married in New York City in 1851, and in 1859 came to St. Louis, where the elder Holman died some years later from wounds received in the Civil War. The paternal grandfather of Minard L. Holman was Abner Holman, of Maine, whose father was one of the "minute men" of

the Revolutionary era. Minard L. Holman was reared in St. Louis, fitted for college in the public schools of this city, and graduated from Washington University in 1874. Soon after leaving college he became connected with the United States Treasury Department as an assistant government architect, filling that position for two years thereafter. After leaving Washington he spent some time in Tennessee introducing drilling machines into the stone quarries of that State, and then, returning to St. Louis, he entered the office of Messrs. Flad & Smith, the well known civil engineers. In October of 1877 he became connected with the water works department of the city government of St. Louis as a draughtsman, and continued to serve the public in that connection until 1887. For some months thereafter he was in the employ of the Missouri Street Railway Company, but before the close of the year was appointed water commissioner of St. Louis, which office he has held ever since. His long experience as water commissioner and as an employe of this department has caused him to become recognized throughout the country as an expert in the conduct and management of city water works, and a high authority on all matters pertaining to such public works. He has at different times written in a most entertaining and instructive way on subjects coming within the domain of water works operation and management, and his official reports have contained much valuable information concerning a subject of vital importance to the people of St. Louis. He is the author also of a comprehensive historical sketch of the water works systems of this city, published elsewhere in these volumes. His religious affiliations are with the Congregational Church, he being a communicant of Fountain Park Church, located at Aubert and Fountain Avenues, in West St. Louis. He has acted at different times as consulting engineer for various cities, and is a member of the American Society of Civil Engineers, of the American Society of Mechanical Engineers, the American Water Works Association, the New England Water Works Association, the Engineers' Club of St. Louis and the St. Louis Academy of Science. In addition to belonging to these scientific societies, he is a member of the Masonic order, of the Legion of Honor, and the Royal Arcanum. In the autumn of 1879 Mr. Holman married Miss Margaret H. Holland, daughter of Charles H. Holland, of St. Louis, and they have a family of three sons and one daughter.

Holthaus, Edward D., manufacturer, was born in St. Louis, February 6, 1851, and died in this city May 21, 1896. His parents were C. L. and Maria (Heintz) Holthaus, both natives of Germany, the first named having been born in Osnabrueck, in 1818, and the last named in Hamburg, in 1821. Both parents came to this country in early life, arriving here about the same time, and both came to St. Louis, where they were married. Here they continued to reside until 1866, when they fell victims to the cholera during the epidemic of that year. Edward D. Holthaus obtained his early education in private schools of St. Louis and completed it at St. Louis University. After leaving school he turned his attention to business pursuits, and in the course of time succeeded to the business which his father had established and conducted successfully in this city for many years. The elder Holthaus embarked in the manufacture of tobacco, cigars and snuff in the fall of 1840, establishing his place of business on North Third Street, near Washington Avenue. Later he removed to 614 North Third Street, where he continued in business until his death. His immediate successor in the conduct and management of the manufactory was his son, Louis J. Holthaus, who was at the head of the establishment until about the year 1886. The latter then sold his interests to Edward D. Holthaus, and from that time forward to the end of his life Edward D. Holthaus carried forward and gradually expanded the industry which had been established by his father, realizing a handsome fortune as the result of his manufacturing operations and his enterprise in other directions. He was a capable man of affairs, who stood high in business circles, and who was esteemed by all who were brought into contact with him for his high character, his integrity and good citizenship. Outside of business circles he was known as a quiet, modest man of domestic tastes and kindly instincts, devoted to his home and family, and always ready to respond to the appeals of those in distress or in need of encouragement and assistance. Politically he was identified with the Republican party, but he was not active in politics, and never sought nor held public office. He was a Protestant in re-



E. D. Holthaus

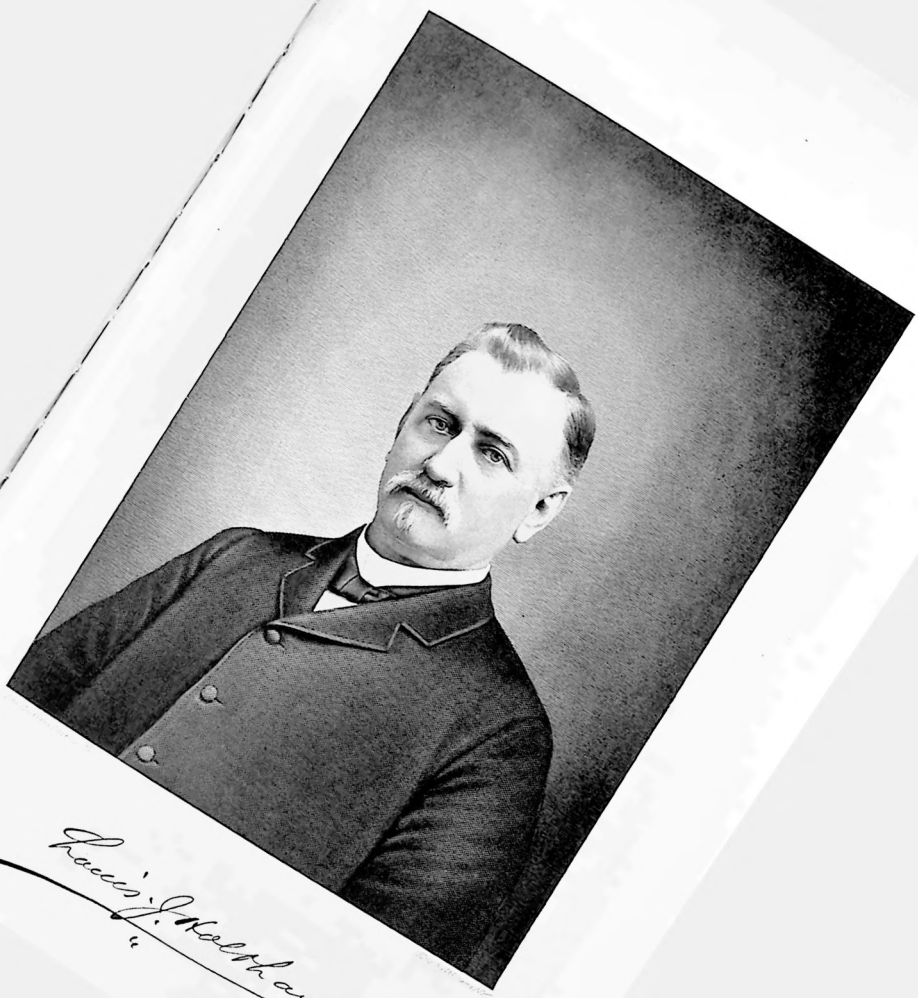
ligious views, and a friend of all churches, though not a member of any, the "golden rule" being the law which governed his actions in his intercourse with his fellow-man. He was connected with fraternal organizations only as a member of the Legion of Honor, and with charitable associations as a member of the Merchants' Exchange Benevolent Society. He married, in 1883, Miss Emma Meinhardt, half-sister of John Dierberger, well known some years since as cashier of the German-American Bank of this city. Mrs. Holthaus, who was born in St. Louis in 1861, survives her husband, with five children, named, respectively, Cora, Edward, Robert, Arthur and Myrtle Holthaus.

Holmes, Nathaniel, lawyer, jurist and author, was born January 2, 1815, in Petersborough, New Hampshire, eldest son of Samuel and Mary (Annan) Holmes. His father was a son of Deacon Nathaniel Holmes, of Petersborough, who was a Revolutionary soldier, and his mother was the daughter of the Rev. David and Sarah (Smith) Annan, a daughter of John and Mary (Harkness) Smith. John Smith, his father Robert, and his brother William, were a part of the Scotch-Irish immigration to Lunenburgh, Massachusetts, and the paternal ancestors of Judge Holmes, also Scotch-Irish, were early settlers at Londonderry, New Hampshire. The parents of Judge Holmes removed from New Hampshire to Vermont when the son was about seven years of age, settling at Springfield, in that State. There the elder Holmes built a machine shop and cotton factory, which he operated for a time, but in 1823, soon after the death of his wife, he returned to his farm in Petersborough, New Hampshire. His son, Nathaniel, studied Latin as a boy at Chester Academy, in Vermont, and English at the academy in New Ipswich, New Hampshire. He was then fitted for college at Exeter, New Hampshire, and entered Harvard in 1833. He was graduated from that renowned institution in the class of 1837, and during the year following his graduation he was a private tutor in the family of John N. Steele, a planter, who lived on the eastern shore of Maryland. While thus engaged he began the study of law, and at the close of the year of his tutorship he returned to Boston and entered the Harvard Law School. He continued his studies at the law school during the year 1839, and before the close of the year was admitted to the bar in Boston. Immediately after his admission to practice he came west and became a member of the St. Louis bar. Nature had fitted him admirably for the calling which he had chosen, and this fitness, combined with thorough educational training, advanced him rapidly to a place among the foremost lawyers of Missouri. In 1846 he was appointed attorney for the city and County of St. Louis, and during the years 1853 and 1854 he was counselor for the St. Louis public school board. With these exceptions he held no public office until 1865, and devoted himself assiduously to the practice of his profession during a period of twenty-five years after his settlement in St. Louis. In 1865 he was made a judge of the Supreme Court of Missouri, and as a jurist was distinguished for his broad knowledge of the law, his clear and incisive decisions and scholarly opinions. From 1868 until 1872 he held the Royall Professorship of Law in Harvard University, and upon retiring from practice in St. Louis, in 1883, at the end of a long and honorable career, he removed to Cambridge, and still resides in that city. During his residence in St. Louis he was conspicuous among the professional men of the city who interested themselves in scientific investigation and research. In 1856 he took part in organizing the Academy of Science of St. Louis, and for twenty years he was its corresponding secretary. He assisted in editing the "Transactions" of the society, published at regular intervals, to which he contributed at different times some scientific papers. Harvard College conferred upon him the degree of master of arts in 1859. In 1866 Judge Holmes published at Boston a work entitled "The Authorship of Shakespeare," in which he endeavored to prove that Francis Bacon was the real author of the Shakespearian dramas. He is the author also of a work entitled "Realistic Idealism in Philosophy Itself," published in 1888. October 20, 1889, he delivered the historical address at Petersborough, New Hampshire, on the occasion of the celebration of the one hundred and fiftieth anniversary of the settlement of that place.

Holthaus, Louis Joseph, who was prominent in the commercial and political life of St. Louis for a quarter of a century, was born in this city December 16, 1842, and died here August 27, 1897. His parents were Cas-

per L. and Maria D. Holthaus, and his father was one of the pioneer tobacco manufacturers of St. Louis. Louis J. Holthaus was educated at St. Louis University, where he pursued a course of study designed to fit him for commercial pursuits. After completing his education he became associated with his father as a manufacturing tobacconist, and at the death of the elder Holthaus, in 1866, succeeded to the conduct and management of the business. For twenty years thereafter he was at the head of this business, developing it to large proportions and building up a substantial fortune as the result of his operations. In the meantime he had also become interested in banking and insurance enterprises, succeeding his father as a stockholder and director in the Fourth National Bank, of which the elder Holthaus was one of the founders. In 1882 he was made vice-president of this bank, and held that position up to the time of his death, participating actively in the conduct and management of its affairs and strengthening the confidence of the public in its resources and solidity through his connection with it. He was also one of the officials of the Franklin Insurance Company, serving for many years as a member of its board of directors. Some years prior to his death he disposed of his tobacco manufacturing interests, his brother, Edward D. Holthaus, succeeding him as the owner and manager of the establishment which had been founded by their father fifty years earlier. Thereafter Mr. Holthaus gave his entire time and attention to private property interests, and to the affairs of the bank and insurance company with which he was identified. He was one of the prominent business men of St. Louis most active in inaugurating the fall festivities and in perpetuating thereafter these annual demonstrations, which have brought vast crowds of people and large sums of money to the city. He was in all respects a man of large public spirit, and this spirit was made manifest not only by his action as a business man, but through his connection with various charitable, benevolent and fraternal organizations. He was a member of the West St. Louis Turnverein, of the Merchants' Exchange Benevolent Society, of the Royal Arcanum and the Legion of Honor, and was actively identified with various organized charities, giving liberally of his means to institutions designed to relieve want and suffering without regard to the creed or religious affiliations of those having charge of such institutions. Always a friend of popular education, he was elected a member of the St. Louis school board in 1891, and served four years in that capacity, being honored during the last two years of his term of service with the vice-presidency of the board and the chairmanship of its building committee. His political action was generally non-partisan, his belief being that the character and qualifications of the candidates for office are considerations of more importance than their political affiliations. Mr. Holthaus married, in 1869, Miss Johanna J. Geisel, daughter of George and Gesina Geisel, of St. Louis. The children born of this union were Louis C. Holthaus, now receiving teller of the Fourth National Bank; Alice Holthaus, Robert Holthaus, deceased; Laura Holthaus, Dora Holthaus and Grover C. Holthaus.

Home for Aged and Infirm Israelites.—About 1863 Isidor Bush and others endeavored to establish in St. Louis a Jewish hospital. The city authorities donated a block of ground near the Marine Hospital for that purpose, conditioned, however, that the hospital be erected within two years thereafter. The Jewish community being unable to raise the requisite means to build the hospital, and other difficulties arising, the property reverted to the city. No action was therefore taken to further the object until October 13, 1878, when, at the suggestion of the late Bernard Singer, the president, the United Hebrew Relief Association of St. Louis subscribed sixteen hundred and twenty dollars, in annual meeting, in aid of a home for old and infirm Israelites, and appointed a committee consisting of Dr. Sonneschein, Jacob Furth and A. Binswanger, to draft an appeal to all Israelites in the city to meet at Harmonie Hall, October 27, 1878, for the purpose of organizing a Jewish Hospital Association. The appeal was issued; a large number of persons convened and the association adopted as its name the title of Jewish Infirmary and Hospital Association of St. Louis. At that meeting eight hundred and seventy dollars additional to the sixteen hundred and twenty dollars before contributed, were subscribed, with the understanding that no part of said subscriptions was to be collected until the sum of five thousand dollars was subscribed. The association



Lucien J. Houlihan

organized by electing Jacob Furth as president, William Goldstein as treasurer, and A. Binswanger as secretary. After this there seemed to be a lack of interest in the subject and the Relief Association, in view of this fact, concluded to establish a home for aged and infirm persons, with a hospital as an appendage, thereby reversing the plan previously adopted, and making the hospital an appendage to the home. To carry out this purpose they annually set aside from the proceeds of grand charity balls of the Relief Association certain sums of money until the sum thus set apart amounted to seven thousand two hundred dollars. For about twenty years there has existed an association known as "The Ladies' Widows' and Orphans' Society," which had been organized to aid in establishing an orphan asylum here. In 1882 it had a fund of ten thousand dollars in its treasury. The president of the Relief Association conceived the idea of persuading the society to donate its funds to establishing a home for the aged and infirm persons, and after much deliberation, the funds of the "Ladies' Widows' and Orphans' Society" were equally divided between the Cleveland, Ohio, Orphan Asylum and this association.

The property at No. 3652 Jefferson Avenue was purchased in April, 1882, by the United Hebrew Association, and a society was permanently organized as the Home for Aged and Infirm Israelites of St. Louis. The home was formally dedicated May 28, 1882.

Home Guards.—Volunteer companies formed at the suggestion of the Union men of St. Louis to aid in protecting the United States Arsenal in case of its being attacked by Confederates, and also to protect the lives and property of Union men.

Home of the Friendless.—The history of the institution known since October 4, 1853, as "The Home of the Friendless" is interwoven with the history of St. Louis itself, as will be shown by the following list of noble names which were so closely associated with the inception of this benevolent enterprise. At a meeting of the corporators of the "Home of the Friendless," held in the Church of the Messiah on Friday evening, November 4, 1853, John A. Kasson, Esq., in behalf of the ladies of the home, moved that Mr. Wayman Crow act as their chairman and Mr. Julius Morisse as secretary, which motion was unanimously adopted.

The meeting, at the request of the chairman, was opened with prayer by the Rev. Mr. Gassaway, after which the first annual report of the board of trustees was presented and read by Rev. W. G. Elliot. The corporators then proceeded to the election of officers and directors for the ensuing year, when the following persons were unanimously elected. Mrs. H. T. Dorrah, first directress; Mrs. G. Partridge, second directress; Mrs. A. Hitchcock, secretary; Mrs. A. Park, treasurer; managers, Mrs. Joseph Charless, Mrs. H. D. Bacon, Mrs. H. T. Blow, Mrs. Sam'l C. Doris, Mrs. Thomas L. Warne, Mrs. George Collier, Mrs. Ann M. Perry, Mrs. Meredith Martin, Mrs. Joseph A. Sire, Mrs. R. J. Lockwood, Mrs. Anson Loomis, Mrs. J. B. Hill, Mrs. Thomas S. O'Sullivan, Mrs. Oliver Bennett, Mrs. Wm. Belcher; advisory committee, Asa Wilgus, Chas. D. Drake, Isaac H. Sturgeon, General Bernard Pratte.

If traced back to their source, all enterprises, great and small, have their origin in individual effort. Some one mind starts the slowly accumulative force which finally propels the enterprise. So it was in this case. It was the needs and sufferings of one poor, frail woman, who had been forced to die at the county farm for lack of a more fitting asylum. This stimulated the sympathies of a sister woman to the point of action. In three weeks' time she, unaided, had raised the sum of $15,000. After that money poured in from all quarters, from private persons as well as from the county treasury, for "under the act of incorporation, the county court of St. Louis was authorized to subscribe $20,000 to the 'Home of the Friendless' in county bonds of six per cent, having thirty years to run."

The attention of the board was early directed towards securing a suitable location and building for the home. The building now occupied, formerly known as the "Swiss College," was purchased from Mr. Edward Wyman for the sum of $18,500, and is situated on what was then Carondelet Road, between three and four miles from the courthouse, now 4431 South Broadway. Since 1853 additions have been made to the old building, which stands in the midst of an eight-acre lot, partly wooded and including an orchard and garden, and which to-day shelters seventy-five old ladies. The name "Widows' Home," first se-

lected for the new institution, was discarded for the present name, in consequence of the protestations of "an opulent bachelor," says the ninth annual report, "who declared that he would never give a dime unless, in the very foundation of the benefaction, some project should be devised for the good of old maids." From that day until the present there has always been beneath the roof of the "Home of the Friendless" a number of unmarried women, whose resources have been cut off by misfortune, or whose energies have been maimed by illness or age.

"The purpose of the 'Home of the Friendless,'" as stated in the first annual report, "is to relieve distress among that class which to the ills of poverty, add the feebleness of age and sex; that feebleness which requires comfort and support, such as money alone can not supply and as only such an institution can offer."

It has always been the desire of the managers to make it a real home for worthy and respectable persons, who have filled well their various stations in life—and no station has been unrepresented. "We could point you," reads one of the earlier annual reports, "to the seamstress whose paralyzed hand has forgotten its cunning; the faithful nurse who now herself needs nursing; to the teacher, who has to be taught in the school of sickness the lessons of patience and submission; the belle, from whose cheeks time has stolen the roses, and some, who once affluent, now claim no treasures but those which they wisely have laid up in Heaven." For all these helpless ones are the pangs of poverty and disease softened by the tender ministrations of this institution.

Sometimes the regular healthful life at the home has renewed and invigorated the incoming inmate so that after a year or two of rest she has been known to go out again into the work-a-day world as a wage-earner. The requisites for admission to this institution are simply good moral character and destitute circumstances, and, unless the applicant be disabled from supporting herself, she must not be less than sixty years of age. In conformity with the practice in similar institutions elsewhere, an admission fee of $200 is requisite on entering. This gives to the inmate a life-long home, with all the necessities, most of the comforts and some of the luxuries of life, followed by a decent and reverent burial.

This institution is termed Protestant, but beyond that broad general term, the religious views of its inmates are not questioned. Christian ministers of every sect are cordially welcomed when they come for the purpose of giving religious instruction to the inmates. A Sunday service is generally held every week, the services being conducted successively by ministers representing most of the religious bodies of the city. The red-letter day of the year is the "Old Ladies' Festival," as it is termed, celebrated about June 1st, strawberry time, on which occasion each inmate in festal attire "receives" in her own apartment, while the friends, patrons and the charitably disposed public generally, wander, and, perhaps, lose themselves, in the intricacies of the long corridors, eat ices in the broad verandas, drink coffee in the stately dining-room, served by groups of busy managers, and generally carry away as a souvenir of the day some article of use or beauty from the fancy work tables, often the work of the inmates. When one has once understood the sentiment that has been stitched by aged fingers into this festival work, and this work is always "con amore," whether it be paper-flowers or patch-work quilts, one feels that it has a value not discoverable by ordinary standards of dollars and cents. A noticeable feature of this institution is that those who as managers once put their hands to the plow never draw back, and this, in itself gives an element of permanency to the general administration. Mrs. Charles Holmes, honorary president, was elected to the board of managers in 1854, and has served continuously. Mrs. J. C. Vogel has served on important committees since 1860.

The present officers and managers are as follows: Mrs. J. Gilbert Chapman, president; Mrs. John T. Davis, vice-president; Mrs. Dexter Tiffany, secretary; Mrs. John H. McCluney, treasurer; Mrs. J. C. Vogel, Mrs. Daniel Catlin, Mrs. J. Clifford Richardson, Mrs. Harry Elliot, Mrs. Charles Ehlermann, Mrs. George Wright, Mrs. E. C. Copelin, Mrs. Jennie Glover, Mrs. Anthony H. Blarsdell, Mrs. Harry Elliot, Jr., Mrs. J. E. Lowson, Mrs. Edward Coe, Mrs. R. W. Shapleigh, Mrs. E. A. Hitchcock, Mrs. Joseph Holliday, Mrs. Jas. H. Allen, Mrs. A. A. Wallace, Mrs. D. R. Francis, Mrs. Henry Scott.

Homeopathic College of Missouri. This institution was chartered November

23, 1857, with John M. Wimer, George R. Taylor, Robert Renick, Samuel C. Davis and Bernard Pratte as the first board of trustees. The charter lay dormant until 1859, when a meeting of leading homeopathic physicians of Missouri and adjoining States was held in St. Louis, and measures were taken which resulted in the opening of the school in the autumn of that year, with the following faculty: R. E. W. Adams, M. D., Springfield, Illinois, professor of theory and practice of medicine; B. L. Hill, M. D., of Cleveland, Ohio, professor of institutes and practice of surgery; J. Brainard, M. D., of Cleveland, Ohio, professor of chemistry and medical botany; A. R. Bartlett, M. D., of Aurora, Illinois, professor of physiology and general pathology; E. A. Gilbert, M. D., of Dubuque, Iowa, professor of obstetrics and diseases of women and children; John T. Temple, A. M., M. D., of St. Louis, professor of materia medica; William Todd Helmuth, M. D., of St. Louis, professor of anatomy. Dr. Temple was dean and Dr. Helmuth was registrar. Among the faculty were men of marked ability and wide renown. Dr. Temple received his collegiate education at Lexington, Virginia, and was graduated in medicine from the University of Maryland, in 1824; in 1843 he became a convert to homeopathy, and came to St. Louis, where he established the "Southwest Homeopathic Journal," which existed for two years; he served as dean of the college and professor of materia medica and therapeutics until shortly before his death, which occurred in 1877. Dr. Helmuth was the author of a standard work on "Surgery and Its Adaptation to Homeopathic Practice." He was subsequently called to the New York Homeopathic Medical College. E. C. Franklin, M. D., who became a member of the faculty at a later day, achieved a national reputation as an author on "Homeopathic Surgery." For many years the college occupied rented rooms and removals were frequent. The first home was the third story of a building on the ground now occupied by Nicholson's grocery house, on Tenth, between Market and Chestnut Streets. From 1860 to 1864 the college was closed, on account of want of patronage, and the confused condition of affairs, due to the Civil War. In the latter year it was reopened, and progressed successfully until 1869, when disagreements arose, resulting in the organization of the St. Louis College of Homeopathic Physicians and Surgeons, headed by Dr. Helmuth. The parent college continued to thrive, and its rival was closed in 1871. A further attempt was made in 1872 to establish a new college, but this was abandoned before an organization was effected. The old college prospered well until 1880, when the managers decided upon a change of policy, and abandoned the old organization, incorporating as the St. Louis College of Homeopathic Physicians and Surgeons. This innovation was not received with favor, and the parent college was re-established under its former name, the Homeopathic College of Missouri. Both colleges existed for two years, when their faculties united under the title of the original and present school. In 1885 a building fund of $10,000 was secured from subscriptions solicited by the officers and faculty, which sum was expended in the erection of the college building now in use. It is situated on the corner of Jefferson Avenue and Howard Street, and contains spacious and well lighted clinical and lecture rooms, amphitheater, dissecting rooms, and laboratories equipped with modern apparatus. The old charter being about to expire, in 1897 a new charter was issued, covering a period of ninety-nine years from its date. At the same time, a stock issue of $30,000 was made; of this amount $10,000 was issued to the old stockholders, and $20,000 is held as treasury stock to be sold at convenient opportunity, the proceeds to be used in building a hospital on the adjoining lot. The number of collegiate graduates up to the 1899 commencement was 607; females were admitted to the school in 1869, and nearly fifty have been graduated. While some colleges boast more elaborate equipments, the Homeopathic Medical College of Missouri holds a first place in teaching qualities. The faculty covers all departments with capable and experienced instructors. The senior classes have unusual bedside advantages, Dr. A. L. Boyce having instituted an obstetrical clinic at Jefferson Avenue and Papin Street for their instruction.

Homeopathy.—See "Medicine, Homeopathic."

Homes of the Pioneers.—In the French villages of the Mississippi Valley everything suggested the family unit, and St Louis was no exception to the rule. "There

was a striking simplicity and uniformity about the houses. Each homestead had its own separate lot, its own separate inclosure of picket fence dividing it from the neighbor's. The house most commonly was a one-story structure, raised above the ground and surrounded usually by a gallery, which the owner roofed if he could afford it. The walls were generally made of logs of wood, planted erect in the ground or erect upon the comb of the wall. Sometimes, instead of the posts, there was simply a framework, with corner posts and studs horizontally connected by cross-ties, and filled in with "cat and clay," a paste of mud finely mixed with cut straw or with Spanish moss. When this surface had dried it was whitewashed until it had a dazzling whiteness. The chimney, filled in with the like material, was made of four long corner posts, converging toward the top, so that the interior diameter of the chimney at the top was not more than half as great as at the hearth. The primitive houses usually had the dimensions of twenty by twenty feet, or twenty by forty feet. They were low in the ceiling, and the roof, which had but little slope, was covered with large shingles or clapboards laid on poles, with a lap of three in four. When they had been carefully laid they were held in place by battens of poles stretched across them, the ends pinned down with wooden pegs to the corners and the frame. Interiors comprised two or more rooms, with generally a "lean-to" or detached kitchen. There was seldom more than one window to a room; the frames, set with eight by ten-inch glass, were hinged and swung like doors. When the chimney was erected in the middle of the house it was built of stone throughout. In the ruder cabins the floors were made of slabs or puncheons, but in better built houses there was a floor of nicely joined plank, and this was kept well waxed. There was a primitive simplicity about the patriarchal homesteads which all united in pronouncing very charming. The inclosure of the 'lot' was a common yard, part for culture, part for general use, and in the towns was often an acre or so in extent. The father of the family had here planted his residence; as his children grew up, married and had children of their own a cottage or addition to the main building was put up for them hard by, until the original building was like an Indian banyan tree, a dozen slender stems growing vigorously around the venerable central trunk. . . . . It was not until seven years after the American occupation that the first brick house was put up in St. Louis, and of those built of stone before that none were large or formidable in appearance. The famous old Chouteau mansion, the first and largest house in town, at various times government house, bank, residence, trading post, and practically fort also, was essentially only a double two-room house, with a basement and porticoes and a garret. It had but two chimneys; originally, therefore, but four fireplaces. Around these eventually a much larger building grew, but the ground plan was not altered, and the Chouteau house was the pattern of every house built in St. Louis before the Spanish regime ceased to govern. This plan was the one room and chimney, or the chimney between two rooms. This last was the plan of the Chouteau house, a mere expansion of the one-room, one-story house of posts. . . . As the wealth of the inhabitants increased the character of their houses improved, and when the village had about two hundred houses, about fifty of them were built of stone."—(Scharf's "History of St. Louis.")

Honey Bees.—The appearance of honey bees settling on the grounds of Madame Chouteau in 1792 was an event that created a decided sensation among the villagers, and was "the talk of the town" as the advent of a new colony.

"Hoo-Hoos."—The Concatenated Order of Hoo-Hoos" is a secret order, which looks somewhat after the lumber interest and encourages fun and mirth among the members at its regular meetings. It is a national organization, with a good membership in St. Louis. It was founded by W. E. Barns, of St. Louis; George K. Smith, of St. Louis; A. Strauss, of St. Louis; B. A. Johnson, of Chicago, and W. S. Mitchell, of Little Rock, January 24, 1892, at a small town called Gurdon, in Arkansas, where the founders chanced to be thrown together for a day. It has no regular officers. At first membership was limited to persons engaged in the lumber business, but the rules were afterward extended so as to take in railroad men and newspaper men.

Hop Alley.—The alley opening on the east side of Eighth Street, between Market and Walnut. There are many Chinese living

in it, and at one time it was the seat of opium joints and the scene of frequent disturbances.

Hopmann, Herman, was born August 11, 1831, in Preusminden, Germany, son of Frederick and Clarinda (Schopmeir) Hopmann. His father, who was a gardener and florist by occupation, emigrated to this country in 1860—reaching St. Louis on the day of the presidential election of that year—and resided here thereafter until his death, which occurred in 1876. After obtaining a fairly good education in the parochial schools of his native town Herman Hopmann worked on a farm until about the time he attained his majority, and then came to the United States. He landed from a boat at the foot of Locust Street, June 9, 1852, and as soon as he could obtain employment began work in this city as a gardener. Thereafter, until 1858, he was employed in various capacities, keeping busy at all times and gradually making headway toward the acquisition of sufficient capital to enable him to begin business on his own account. In 1858 he had saved money enough to purchase a vacant lot at the northeast corner of North Jefferson Avenue and Benton Street, and on this lot he built a home. Two years later he engaged in the coal trade, and has been in that trade ever since, except during the early part of the Civil War, when he served as a government teamster with the Thirteenth Regiment of Ohio Volunteer Infantry. His business prospered, and in 1874 he built a business block at the corner of Jefferson Avenue and Benton Street, with his surplus earnings. In 1879 he established a cornice manufacturing business, associating with him his son, under the firm name of Hopmann & Son. A year later he built a factory in which to conduct this business at 2571 to 2575 Benton Street, and has since been identified with the manufacturing interests of the city in this connection, while at the same time carrying on his coal business. In 1895 he incorporated the Hopmann Cornice Company, placing the business in the hands of his sons, With Charles H. Hopmann as president, Herman H. Hopmann as vice-president, and Edward Hopmann as secretary and treasurer. For nearly forty years Mr. Hopmann has been engaged in trade in St. Louis, and during all that time has been esteemed for his probity, his upright life and his good citizenship. He married, in 1855, Miss Amelia Ewering, of St. Louis. The children born to them who are now living are Carrie, the wife of William Sheets, of St. Louis; Charles H., Herman H., Edward, Louis, Harry, Arthur, George and Olinda Hopmann.

Horse and Mule Trade.—St. Louis has long been a favorite market for horses and mules with both buyers and sellers. Missouri and the adjoining States furnish a large supply of animals of all kinds demanded by the trade, and the plantations of the South afford a steady demand for mules, while the larger cities supply purchasers for fast, showy and well-bred horses. Probably there is no place in the world where a larger and better supply of horses suitable for army purposes can be found than in St. Louis, and this fact is strikingly exhibited whenever there is a war in Europe. In the war between Germany and France, in 1870, both sides sent agents to St. Louis to purchase artillery and cavalry horses. In the Civil War of 1861-5 in this country our own government was constantly in the market, and the great stables in the upper part of the city were taxed to the utmost of their capacity to supply the demand for cavalry horses. In 1897, and for several years before, the largest number of horses received came from Iowa, the next largest from Nebraska, while Missouri, Illinois and Kentucky each contributed its quota. Missouri had been increasing its contribution, and there were reasons for believing that it would become the most important horse State in the West. The Southern States furnished the largest and most reliable demand for horses, the animals needed there being mostly light, and these came from Missouri and Iowa. The foreign demand, which is less steady and reliable, calls for coach horses and extra drivers, and considerable numbers of these are shipped to Glasgow, Aberdeen, Liverpool, Berlin, Paris and Amsterdam. The largest number of mules sent to the market comes from Missouri, mule breeding from imported jacks having become a carefully cultivated feature of the stock-raising of the State since 1870, and several counties of Missouri have achieved a high reputation for the size and symmetry of their mules. Large mules for sugar plantation service go to Louisiana; cotton mules, as they are called, to Louisiana, Alabama, Mississippi and Kentucky; and an increasing number go to Pennsylvania and the Eastern

States for service in mines and in towns. Very considerable numbers of mules are shipped from St. Louis to Cuba, Central America and the West Indies, and in 1897 there was an active demand from Mexico. The receipts of horses and mules increased from 30,202, in 1874, to 39,544, in 1884, to 67,564, in 1894, and to 121,202, valued at $7,000,000, in 1896.

D. M. GRISSOM.

Hosmer, Frederick L., minister of the Church of the Unity of St. Louis, was born October 16, 1840, in Framingham, Massachusetts. In 1862 he was graduated from Harvard College, and in 1869 from the Divinity School of that University. He was ordained to the ministry October 28, 1869, as associate minister with Rev. Dr. Joseph Allen of the First Congregational Church—Unitarian—of Northborough, Massachusetts. He accepted a call to the Second Congregational Society—Unitarian—of Quincy, Illinois, in September of 1872, and remained there until 1877. In that year he resigned the pastorate of the Quincy church, and for a year and a half thereafter he studied and traveled abroad. Upon his return to the United States he accepted a call to Unity Church, of Cleveland, Ohio, entering upon this pastorate in November of 1878. He served this church continuously until July of 1892, when he resigned the pastorate to seek rest from pulpit care and labor. From that time until November, 1893, he was secretary of the Western Unitarian Conference, and was located at Chicago. He then spent some months traveling on the Pacific Coast, and was chiefly engaged in literary work until July of 1894, when he was called to the Church of the Unity, of St. Louis, as successor to the Rev. Dr. John C. Learned. He entered upon the duties of this pastorate in September following, and at once took a leading position among the pastors and moral teachers of the city. He is a man of the finest literary culture, with a nature essentially poetic. The range of his sympathies is wide, and his belief in the realization of the highest ideals of life is firm. Immediately upon his arrival in this city he was recognized as being among the few whose vigor of intellect, learning and happy faculty of stimulating the minds of others make them natural leaders of men, and his influence has become a part of the intellectual and spiritual history of the community. In 1885, jointly with his friend, Rev. William C. Gannett, he published "The Thought of God in Hymns and Poems," issued from the press of Roberts Bros., of Boston. In 1894 the two published a second series of hymns and poems under the same title. His literary style is characterized by elevation and directness of thought, and classic purity and simplicity of language, and his sonnets and other lyrics are noble in expression and exquisite in finish.

Hosmer Hall Alumnae Association.—The Alumnae Association of Hosmer Hall was organized in 1890 at the former location of the school, 2812 and 2814 Locust Street. Its object is to perpetuate the associations and friendships of former school days among the Alumnae, and to continue intellectual activity among them, and to advance the interests of Hosmer Hall. Besides the annual reunion and banquet held in the new building, 4296 Washington Avenue, the association has for two years sustained a lecture course with lectures by Mrs. Learned, Miss Fruchte and Professor Dixon. The officers for 1897-8 are: President, Miss Florence Forbes; vice-president, Mrs. W. G. Dunham, secretary and treasurer, Miss Margaret Whitelaw. The association is a member of the State Federation of Women's Clubs, and was represented at the State Federation, January, 1898, by Miss Forbes and Miss Elizabeth Snyder.

Hospes, Richard, banker, was born in the town of Augusta, St. Charles County, Missouri, December 25, 1838, son of Conrad and Lydia (Schrader) Hospes, both of German antecedents. Coming to St. Louis at an early age, he was well educated in the public schools of this city, and at sixteen years of age began serving his apprenticeship to the banking business, in which he has ever since been engaged, and in which he has been for many years a conspicuous figure. His connection with banking began as messenger in the German Savings Institution, and in that capacity he demonstrated the fact that he had a genius for hard work and could be relied upon to perform faithfully every duty assigned to him. His efficient services and his intelligence soon won for him a clerkship, and he was regularly advanced from one position of trust and responsibility to another until he became cashier of the bank. This position he has long held,

Richard Morpey.

and as its chief executive officer he has been largely instrumental in making the German Savings Institution one of the leading banking houses of St. Louis, especially noted for the superior conduct and management of its affairs, and for its strong hold upon the confidence of the public. As a banker and financier Mr. Hospes has not only been a student of financial problems in general and of the many questions incident to banking enterprises, but has been a close student as well of the conditions which affect the commerce and manufactures of St. Louis, with which the banking business is so closely identified. In the conduct of the affairs of the bank he has evinced at the same time the good judgment of the trained financier and the tact of the successful man of affairs. Every patron of the bank has been made to feel that he enjoys the personal friendship of its cashier, and that his interests will be subserved to the fullest extent consistent with safe banking. Unfailing courtesy contributes no less to popularize a bank than any other institution dependent upon public patronage for its success, and Mr. Hospes' manner, as well as his business methods, have contributed much to the prosperity of a banking institution which has been alike beneficial to the general public and remunerative to its shareholders. A comparatively small institution when he first became connected with it, it has since developed into a banking house of large magnitude, contributing through its operations largely to the growth and prosperity of St. Louis. For more than two score years Mr. Hospes has been part and parcel of its history, and as its chief executive officer for many years past he has earned the distinction which he enjoys among the bankers of this city. His entire business life has been devoted to banking interests, and his success attests the fact that he was well adapted to his calling, and that he has labored to good purpose. Mr. Hospes married, in 1862, Miss Johanna Bentzen, of Dubuque, Iowa.

Hospitals.—The wants of the indigent and suffering sick, always appealing to the churches and philanthropic persons of cities and communities, have caused the erection of hospitals for their care. The first hospital in St. Louis was established by the Sisters of Charity—a Catholic order—in 1828, was conducted under the auspices of the St. Louis Hospital Association, and afterward became known as the Mullanphy Hospital. As the city continued to grow other hospitals were established, and in 1898 there were twenty-three public and seven private institutions of this kind in St. Louis.

In the year 1576 there was born, in an obscure village of France, of peasant parents, Vincent de Paul, founder of the Daughters of Charity. This order was organized in 1633 under the direction of Madame le Gras. In 1808 the community of Daughters or Sisters of Charity was established in the United States at Emmittsburg, Maryland, by Mrs. Elizabeth Seton. In the year 1823 application was made to the community at Emmittsburg to procure Sisters of Charity to open a hospital in St. Louis, property having been donated by Mr. John Mullanphy for this purpose; but it was not until November 6, 1828, that four sisters arrived to take possession. The work was commenced in a log house on Spruce Street, between Third and Fourth Streets, containing two rooms and a kitchen. In those early days they had many privations to endure, notwithstanding Mr. Mullanphy's generosity, and the kindness of Bishop Rosati. In 1831 the corner stone of a brick building fronting on Spruce Street was laid. It was completed in 1832, being the first hospital of its kind established west of the Mississippi River. During this year Asiatic cholera became epidemic in St. Louis, and the hospital was crowded to its utmost capacity with sick and dying. This institution was incorporated in 1843 by the St. Louis Hospital Association. In 1849 and in 1866 Asiatic cholera again visited St. Louis, and the hospitals were filled with patients suffering from this disease. During the Civil War large numbers of sick and wounded soldiers were cared for by the sisters. In the growth of the city westward, the original location became an undesirable one for the institution, and in 1872 a lot was purchased on Montgomery Street, near Grand Avenue, on which the present hospital was erected and completed in July, 1874. The four sisters who came here in 1828 were Sister Frances Xavier, who was the first lady superior here; Sister Rebecca Dellone, Sister Frances Reggio, and Sister Martina.

At a meeting of the city council held on the 10th day of July, 1845, an ordinance was passed directing the appointment of a committee of five to select a building site and cause

plans to be made for a city hospital. The committee selected a tract of ground of about eight acres in the city commons, at the head of Soulard Street, west of St. Ann Avenue, bounded on the north by Lime Street, and on the south by Lafayette Avenue. This site was originally occupied by the St. Louis cemetery. Contracts were awarded, in August, 1845, for the construction of the building, and in June following it was partly completed and occupied. The portion of the building then completed cost $17,068.57. The hospital could accommodate about ninety patients, and the annual cost of maintenance at that time was about $18,000. At different times during the next ten years, additions were made to it, at a cost to the city of about $40,000. On May 15, 1856, the hospital was totally destroyed by fire, which broke out about three o'clock in the morning in the lecture room, in the southwest wing of the building. All the patients were removed, and those who were unable to assist themselves were carried to the sisters' hospital, at Fourth and Spruce Streets, where they were cared for. Fortunately, only one life was lost, that of an insane Italian, who rushed back into the flames after having been once rescued. Arrangements were then made for the use of a part of the United States Marine Hospital and of the buildings on the County Farm until a new hospital could be erected. In order to do this, a loan of $50,000 was made. In May, 1857, the main building and extensions were completed, but were not occupied until the following July, representing an outlay of about $62,000. During the years 1873 and 1874 a large addition was made to the hospital, at a cost of about $30,000, and in subsequent years additional wards were built on the grounds, at a cost of about $20,000. On the 27th of May, 1896, the terrible tornado that swept over the city entirely wrecked the building, but only three fatalities occurred. The patients, some four hundred and fifty in number, were immediately transferred to the old Convent of the Good Shepherd, at the corner of Seventeenth and Pine Streets, and this building is still occupied by the city at the present time.

Prior to 1854 the quarantine station was located on Arsenal Island, but as the southern portion of the city became more densely peopled, objections were made to the hospital being kept in that location, and arrangements were made for its removal. In the year above mentioned the city purchased from Augustus Langkopt fifty-eight acres of land on the western shore of the Mississippi River, a mile and a quarter south of Jefferson Barracks and twelve miles from St. Louis. On this ground stood a stone house, which was refitted and afterward used as the residence of the superintendent of the quarantine. One-story wooden buildings were erected for hospital purposes near the river. In 1867 four large buildings on Arsenal Island were removed to quarantine, and thus a first-class hospital was established there. At the time of the yellow fever scourge in 1878, these buildings were used for the reception and treatment of yellow fever patients. A recurrence of the disease was expected the following year, and it was determined to erect buildings further from the river and on more elevated ground for the reception of the prospective patients. The old buildings were accordingly burned in the summer of 1879, and six new pavilions were erected about three hundred yards from the river, on ground sixty feet higher than that on which those burned had stood. These pavilions, or wards, are each twenty-five by fifty feet in size, have excellent facilities for ventilation, and are supplied with water from a reservoir built in 1879. On the river bank stands a bath house, to which patients are conveyed from boats, stripped of their infected clothing, and, after a warm or cold bath, as their condition requires, they are wrapped in clean, new clothing and conveyed to the wards. A short distance from this is a fumigating house, where various disinfectants and appliances for fumigating boats, trunks, bedding and clothing are kept. About two hundred yards up the river from this is a place where the infected clothing and bedding of patients are taken to be burned. About three hundred yards west of the wards spoken of, on still higher ground, stand two smallpox wards that had been previously erected. Each of these has accommodations for fifty patients, and are at all times kept in readiness for the reception of cases as they may occur. In addition to these, the necessary buildings for the use of the superintendent, physicians, nurses, etc., have been erected, and the establishment is considered complete in all respects.

The maternity hospital, known as St. Ann's Lying-in Hospital, was established September 8, 1853, in connection with the St. Ann's Widows' Home and Foundling Asy-

lum, located on the southeast corner of Tenth and O'Fallon Streets. The institution was incorporated March 5, 1869, the Sisters of Charity being the incorporators. It is non-sectarian in the matter of admissions, being intended for those who are objects of special care, for young women, whose previous characters give reason to hope that they may be restored to the paths of virtue, and whose reception will save the endangered honor of a family. It is also intended for married women, who can receive in this institution the professional attention not obtainable in their own homes.

The United States Marine Hospital is located on Marine Avenue and Miami Streets, and the grounds connected with it cover an area of sixteen acres, sparsely shaded with trees. The original hospital, a two-story brick dwelling, was first occupied by patients in 1858. During the Civil War two pavilions were constructed for the wounded of the army. These temporary barracks were torn down in 1884. Three new pavilion wards were then erected on the old foundation. They are frame, one-story high, surrounded with porticoes, and having a capacity of about sixty beds. A large brick building, four stories high, is used as quarters for officers and hospital attendants. These comprise three medical officers, a steward, and seventeen hospital attendants. The institution has also a city dispensary in the old customhouse, with a surgeon and assistant surgeon in charge, where all the patients obtain permits for entry into the hospital. Seamen and rivermen who have been in the service of the government three months are entitled to treatment at the hospital. The average number of patients is about forty, it being less in summer, as more men are then employed on distant river service. The institution is under the supervision of the Secretary of the Treasury, and not of the Navy Department, as are the hospitals for salt water seamen.

The Good Samaritan Hospital was founded in 1858 by a German minister named E. L. Nollau, who was at that time pastor of St. Peter's Evangelical Church. It was opened in a small house on the corner of Sixteenth and Carr Streets, with one attending physician. It was, and still continues to be, supported by the Protestant Churches and the charitably disposed citizens of St. Louis. In 1859 the hospital was incorporated. The members of the first board of trustees were Francis Whitaker, Adolphus Meier, Franz Hackemeier, J. H. Muersich, Samuel M. Edgell, Frederick Bolte, Samuel Plant, Russell Scarritt, and Rev. E. L. Nollau. In 1860 the demand for larger accommodations became so great that Mr. Nollau and the board purchased property on Jefferson Avenue, at the head of O'Fallon Street, and suitable plans were drawn for the erection of a new hospital building. The corner stone was laid in August, 1860, and the building was completed in 1861, after the beginning of the Civil War. When finished, it was rented to the government to be used as a military hospital for nearly two years. This new building cost $38,000. The founder, Mr. Nollau, who was born in Germany, July 1, 1810, and died in this city February 20, 1869, left a debt of $22,000 hanging over the hospital. Upon his death bed he requested Mr. Bolte to see that the hospital did not suffer. Shortly afterward, Mr. Francis Whitaker made a verbal bequest of $1,000 toward the payment of this debt, provided the balance be collected. The sons of Mr. Whitaker carried out their father's wishes, and Mr. Bolte did not rest until the balance had been paid. In 1888 a new addition was built, the accommodations still being too small. The hospital was originally intended to be a strictly charitable institution, and during the lifetime of Mr. Nollau this idea was carried out as far as practicable; but, having no permanent endowment fund for its support, it is now maintained, in part, by the patients paying when they have the means to do so. Patients of either sex and of all nationalities are treated. The hospital has a number of well arranged rooms, where private patients may be treated in accordance with any practice and by physicians of their own selection, although the hospital is a homeopathic institution. Through the efforts of the medical staff, which consists of six prominent physicians of the city, and the board of trustees, a free dispensary was organized in 1896, which is in charge of the staff and resident physicians. In later years patients suffering from chronic diseases have been treated, to some extent, at the institution, and some aged and infirm persons have been received and cared for, as at "Old People's Homes."

The Lutheran Hospital was established December 15, 1858, on the corner of Seventh and Sidney Streets, and was chartered in 1863. Rev. Dr. Binger was the founder of this hospital. In 1883 the hospital committee pur-

chased the Lange residence, on the corner of Potomac and Ohio Streets, and moved there in the fall of that year. Finding the residence too small for the accommodation of their patients, they built an addition to the old residence in 1889, which gave them a capacity for sixty patients, one-fourth of which is reserved for charity patients.

St. John's Hospital is conducted by the Sisters of Mercy, an order established in the city of Dublin, Ireland. It was in 1861, and at the suggestion of Drs. Papin and Yarnall, that they established this hospital on the corner of Twenty-third and Morgan Streets. The institution rapidly grew and necessitated enlargement of accommodations and extension of facilities, until now, besides the main building, two wings have been erected, one fronting on each street. One wing is devoted to male, and another to female patients. A small house east of the convent chapel has been purchased by the Sisters of Mercy and suitably arranged as an infirmary for a limited number of respectable colored women and girls. There is also a free dispensary connected with the hospital. The medical and surgical departments of the institution are under the control of the faculty of the Missouri Medical College.

St. Luke's Hospital had its beginning in two meetings, held in November, 1865, in the Mercantile Library, by a few zealous Episcopalians, for the purpose of considering the advisability and the need of establishing a hospital for the sick and for furthering other church work in a portion of the city requiring the labors of a missionary. There were several prominent churchmen present, among them Mr. William H. Thomson, now president of the hospital. At their suggestion, a meeting was called by Bishop Hawks in the basement of St. George's Church, of the rectors and members of the Episcopal Churches of the city, to which the matter was referred. At that meeting articles of incorporation, subsequently filed, were drawn up and approved, and the name, "St. Luke's Association," was adopted. A building was erected on grounds between Ohio and Sumner Streets. The first patient was admitted in April, 1866. The first medical staff was composed of eight prominent physicians of the city. The history of the hospital was for some years one of financial embarrassment, requiring earnest effort on the part of the board of trustees to secure and wisely dispose of the funds necessary to make it a success. In September, 1867, a board of lady visitors was constituted, to consist of two ladies from each city parish. In the next three years the friends of the hospital were convinced that the location was too far from the center of population, and in March, 1870, the hospital was moved to the corner of Sixth and Elm Streets. In June, 1873, the hospital was again removed to a building on Pine Street, between Ninth and Tenth Streets. In 1874 the board of trustees announced the fact that the institution was entirely out of debt. The present location of the hospital is at the corner of Washington Avenue and Nineteenth Street, the site having been donated by the late Henry Shaw. The corner stone of this building was laid on the 26th of June, 1881, and the completed structure cost $41,000. The hospital doors are open to every worthy applicant, without question as to creed or nationality, and any physician or clergyman of the patient's choice is welcome.

The order which conducts the Alexian Brothers' Hospital was established in Germany in the fourteenth century, during the prevalence of the plague known as the "black death," and for the purpose of administering to its victims. It has since been devoted to the care of the sick and insane. The St. Louis branch of this order was established in October, 1869, and chartered in March, 1870, with Brother Stanislaus Schwiperich as its first president, and Brother Prochus Schutte as secretary. The first house occupied, a small one, was purchased in 1870 with the grounds, which are located on Broadway and Osage Street, at the foot of Jefferson Avenue. The present building, the corner stone of which was laid June 6, 1873, has a frontage of 176 feet by a depth of 300 feet, and was opened for patients June 4, 1874. The building will accommodate one hundred patients. The grounds contain about four and one-half acres.

What is now known as the Female Hospital, on Old Manchester Road, near January Avenue, was opened October 1, 1872, as the "House of Industry," and was devoted to the treatment of women who were sent thither on certificates of the examining physicians, under the "Social Evil" registration law. In 1875 this institution was made a general hospital for the reception of the female patients of the city, except emergency and night patients who might not be carried to such a distance. On the grounds at the time of their purchase

by the city, was a three-story brick residence. Large hospital buildings have been added, and there is at present a capacity for about 275 patients. It is used exclusively for females. The cost of maintaining this hospital is about $60,000 a year.

Pius Hospital, or the Hospital of the Franciscan Sisters, is located on the southeast corner of Fourteenth and O'Fallon Streets. The Order of the Sisters of St. Francis was chartered in January, 1878. Their present house was erected in 1878-9, and Pius Hospital, as they call it, received its first patient January 1, 1880. See also "Convent and Hospital of Franciscan Sisters," under the heading "Convents, St. Louis."

The religious order in charge of St. Mary's Infirmary is called the Sisters of Mary, and was founded in Paris, France, in October of 1866. In consequence of the Franco-Prussian War, in 1870, they were driven from their native city and took refuge in Elberfield, Germany. In 1872, two years later, six of the sisters came to St. Louis and established themselves in three rooms opposite St. Mary's Church, at Third and Mulberry Streets. At that time smallpox was prevalent in the city, and these sisters nursed the victims of this dread disease, night and day, for several months. The rules of the order do not permit the sisters to exact any charge for their services; they can only accept such remuneration as may be voluntarily given them. One year after their arrival in St. Louis they erected a three-story home on St. Mary's Church property. The sisters themselves begged the materials used in its construction. During the terrible epidemic of yellow fever in Memphis in 1878, thirteen of the sisters went to nurse the sick, and after three months, only eight of them returned, five having fallen victims to the scourge. For seven years the sisters had charge of the Orphan Asylum on the Gravois Road, near Grand Avenue. For six years they were in charge of the Missouri Pacific Railroad Hospital in this city, and for three years they nursed the sick at quarantine. In 1885 the sisters opened a house in St. Charles, on property originally donated by Mrs. Schulte; but this location, afterward being found too far from the city, was sold, and they built in a more convenient location, making accommodations for fifty patients. In 1877 they purchased the old Felix Coste residence, on Sixteenth and Papin Streets. These quarters becoming overcrowded in 1891, they built the present establishment in front of the old building. It is five stories high, fire proof, and has a capacity for about eighty patients. The community at present numbers sixty-five members. In addition to voluntary contributions, the order depends mainly upon donations received from a house to house canvass, which is made twice a year.

In the spring of 1879, some of the leading homeopathic physicians of St. Louis, seeing and experiencing in their practice the suffering and need of the children of the poor when sickness attacked them, as it often does by reason of the poverty, ignorance, or neglect of their parents, proposed to some ladies to establish a children's hospital. Several of these doctors offered to give their services as specialists, consulting physicians and regular attendants. Thus encouraged, a meeting was called at the residence of Mrs. F. P. Blair, and after some discussion, the matter was deferred until autumn. The St. Louis Children's Hospital was chartered in November, 1879, but the first board of managers was not able to secure a house in which to begin their work until the spring of 1880, when, through the efforts of Mrs. F. P. Blair, president of the board at that time, a small one was secured on Franklin Avenue, near Twenty-ninth Street. This house was bought and paid for by the subscriptions of several ladies and gentlemen who were interested in the project, Mrs. Samuel Cupples and Gerard B. Allen generously heading the list. The house, a very old one, fell rapidly into such a condition that many repairs were needed, and being too small to subserve the purposes of the institution, the managers decided that an effort must be made to secure better accommodations. After much labor and patient endeavor, they were enabled to buy the lot and erect the present hospital, on the corner of Jefferson Avenue and Adams Street. The new building was opened and dedicated on November 26, 1884, and during the winter of 1884-5, the payment for the lot, building and furnishing was completed, which amounted to a little over $21,000. In June, 1885, a free dispensary was established in the basement of the hospital, where a large number of patients are treated annually. In the summer of 1890 the lot adjoining the hospital was purchased, and an addition of six rooms was made to the building, giving capacity for sixty-five children. In November,

1891, the basement caught fire, and was considerably damaged, but no children were hurt nor lives lost. The hospital has an endowment fund of $11,000. This institution is nonsectarian, and the religious beliefs of patients are never questioned.

In the spring of 1881 a "Medical Mission" was organized under the supervision of a committee from the board of directors of the Young Men's Christian Association. Rooms were fitted up in a building that belonged to the association, on Eleventh Street, and a stock of drugs was purchased. About the end of the year the work was enlarged by fitting up the remaining rooms of the building as a hospital. In the autumn of 1882 an organization was effected under the name of the St. Louis Protestant Hospital Association, and a charter procured. This association was incorporated June 23, 1883. The incorporators were E. O. Stanard, E. H. Semple, Charles W. Barstow, J. G. Chapman, S. M. Dodd, George W. Parker, W. P. Mullen, E. P. V. Ritter, George A. Baker, F. L. Johnston, George S. Edgell, James S. Wear and I. M. Mason. Under the auspices of this association what is now known as the St. Louis Protestant Hospital was built up. In the year 1886 a ladies' auxiliary board was formed. This board, by its constitution, is composed of members from the different Protestant churches desiring to participate in this work. During this year, the quarters on Eleventh Street became too cramped and the hospital was removed to its present location on Eighteenth Street, near Wash. In October, 1890, a training school for nurses was organized in connection with it, which has a course of study extending over a period of eighteen months. A free dispensary is also connected with this hospital, which gives treatment annually to a great number of patients, both at the hospital and at their homes.

The Martha Parsons' Free Hospital for Children was organized April 18, 1884, having for its object the care, and medical and surgical treatment of indigent and sick children. It was first known as the Free Hospital for Children, but some confusion having arisen from the similarity of names, it was found necessary to give the institution a more distinctive name. It was, therefore, given the name of a child of one of the members of the board, who had, in memory of the little one, been most active in furthering the project from its inception until it had reached the basis of an established organization, and as the Augusta Free Hospital for Children it was incorporated in June, 1884. Money was raised and a lot purchased on the corner of School Street and Channing Avenue, on which was built a small hospital with a capacity for twenty-four children. It was formally opened in October, 1886. In a few years the managers found that the hospital was too small. It was crowded beyond its capacity and a large number of children were refused admittance, but the hope of enlarging the building was a faint one. In the spring of 1890 Mr. Charles Parsons offered to donate the sum of $15,000 to the hospital on condition that its name be changed to "The Martha Parsons' Free Hospital for Children." After much discussion it was decided to accept the offer, and the change was, therefore, made in April, 1890. A building fund of $6,030 was also raised and an annex was built. The new building was opened in March, 1892. The hospital has now sufficient accommodations for forty children. Twenty-one of the most prominent physicians, surgeons, and specialists of St. Louis are connected with the hospital.

The Missouri Pacific Railway Hospital was established August 14, 1884, by the railway company bearing that name. It is splendidly located, fronting on California Avenue, and extending from Henrietta to Eads Avenue, and the grounds are high and well kept. Dr. Warren B. Outten is chief surgeon, with three assistant house surgeons, and a full corps of physicians. The hospital has a capacity of 135 beds and averages 16,000 patients a year, 65 per cent being medical cases. It is supported by the employes of the company, who are taxed each month according to their wages. It is the oldest railroad hospital in the West, and the largest in St. Louis. The building was erected at a cost of $100,000. On Wednesday, May 27, 1896, the cyclone struck the southeast wall of the building, damaging it to the extent of $6,000. It being visiting day at the hospital, the building was full of visitors at the time, but no one was seriously injured. The nurses at the hospital are the Sisters of the Incarnate Word, of San Antonio, Texas.

The Polyclinic Hospital was established in 1885, in connection with the Missouri Medical College, and is located on the corner of Lucas and Jefferson Avenues. The hospital is especially maintained for the reception of pa-

tients treated in the college clinics, and the greater part of the work is charitable.

The Evangelical Deaconess Hospital was founded in 1889, in which year the ministers of the different Evangelical Churches of St. Louis, with the assistance of the church members, organized a Deaconess Society for the purpose of caring for the Protestant poor and sick, and to furnish nurses at the homes of the indigent sick when needed. The Deaconess Society in 1898 numbered nearly four hundred members of the different Evangelical churches. Unlike the sisters belonging to the Roman Catholic orders, the Deaconess Sisters are not bound for life. In the spring of 1889 the society established a hospital on Eugenia Street, and remained there until the end of the year 1892. They then purchased property on the corner of Sarah Street and West Belle Place. To the building on these grounds, which was formerly used as a school building, an addition was made for hospital purposes, giving a capacity for fifty patients. In January, 1893, they moved into the new hospital on West Belle Place, which they occupy at the present time. The hospital medical staff consists of eight prominent physicians of the city. Although this is an Evangelical organization and hospital, the sisters are sent to care for the sick of all denominations when called. The Rev. F. P. Jens was the first superintendent, and in 1898 still held that position.

The Missouri Baptist Sanitarium was established December 18, 1890, by the Missouri Baptist Association, and is controlled by that association. The hospital is favorably located on Taylor Avenue, the location being one of the highest in St. Louis and accessible by two electric car lines, the Washington Avenue and the Suburban. It is a non-sectarian institution in its benefits, and is self-sustaining. It has a capacity of one hundred and fifty beds and seventy-five private rooms. Patients in the private rooms are at liberty to choose their own physicians. Mr. A. D. Brown, the president of the institution, has materially aided it in a financial way, having given the association $25,000, at the beginning, for its maintenance. There is a training school for nurses connected with the sanitarium, in which young women are fitted to become thoroughly competent trained nurses. The charity work of the institution is under the supervision and control of the Women's Board of Charity, connected with the sanitarium. Quite a number of patients are treated yearly at the free dispensary.

The St. Louis Baptist Hospital was established in February, 1893, on the corner of Nineteenth and Carr Streets. It was incorporated May 19, 1893. The incorporators were Rev. E. Anderson, E. V. Kyte, Frank Paule, J. W. Ford, Harriet V. Carpenter, C. C. Morris, C. F. Bradbury, William A. Mathews, J. D. Hacker, A. M. Raines, William A. Hall, Addison Moore, and D. B. Ray. In a short time this location became undesirable and the building being too small for the work, the board of managers purchased a lot and residence on the northeast corner of Garrison and Franklin Avenues from F. G. Niedringhaus, converted it into a hospital, and moved into it in the fall of 1896. During the summer of 1898 an addition was erected on Garrison Avenue and completed October 15th of that year, giving the hospital a capacity of sixty-five beds. There is a training school for nurses in connection with the hospital. Dr. C. C. Morris was physician in charge in 1898, with ten trained nurses under his authority. Patients may call in any physician they choose. About one-fifth of the hospital work is charity. This institution has no endowment, but is supported entirely by the pay patients who enter it.

The St. Louis Hospital Association was organized in connection with, and at the same time, that the St. Louis Baptist Hospital was founded, and remained with that institution until the spring of 1897, when it secured quarters of its own on account of the lack of room in the Baptist Hospital. On the 15th day of April, 1897, the association removed to its present quarters, at 913 North Garrison Avenue. The object of this association is to furnish wage-earning people with medical treatment at a very small cost. The members of the association pay fifty cents monthly and receive treatment and attention at any time without extra cost. The association can only care for ten patients at a time in its building. About one-third of its work is charitable. Dr. J. A. Ewing was the first physician in charge of the hospital, and A. A. King was superintendent of the association.

In October, 1893, the Franciscan Sisters purchased the Walters residence, on the corner of Chippewa Street and Grand Avenue. The residence was fitted up for a hospital and occu-

pied in May, 1894, as St. Anthony's Hospital, being a branch of the Pius Hospital, at Fourteenth and O'Fallon Streets. Plans have been made for the erection, on these grounds, of a new hospital, which will be completed in the fall of 1899.

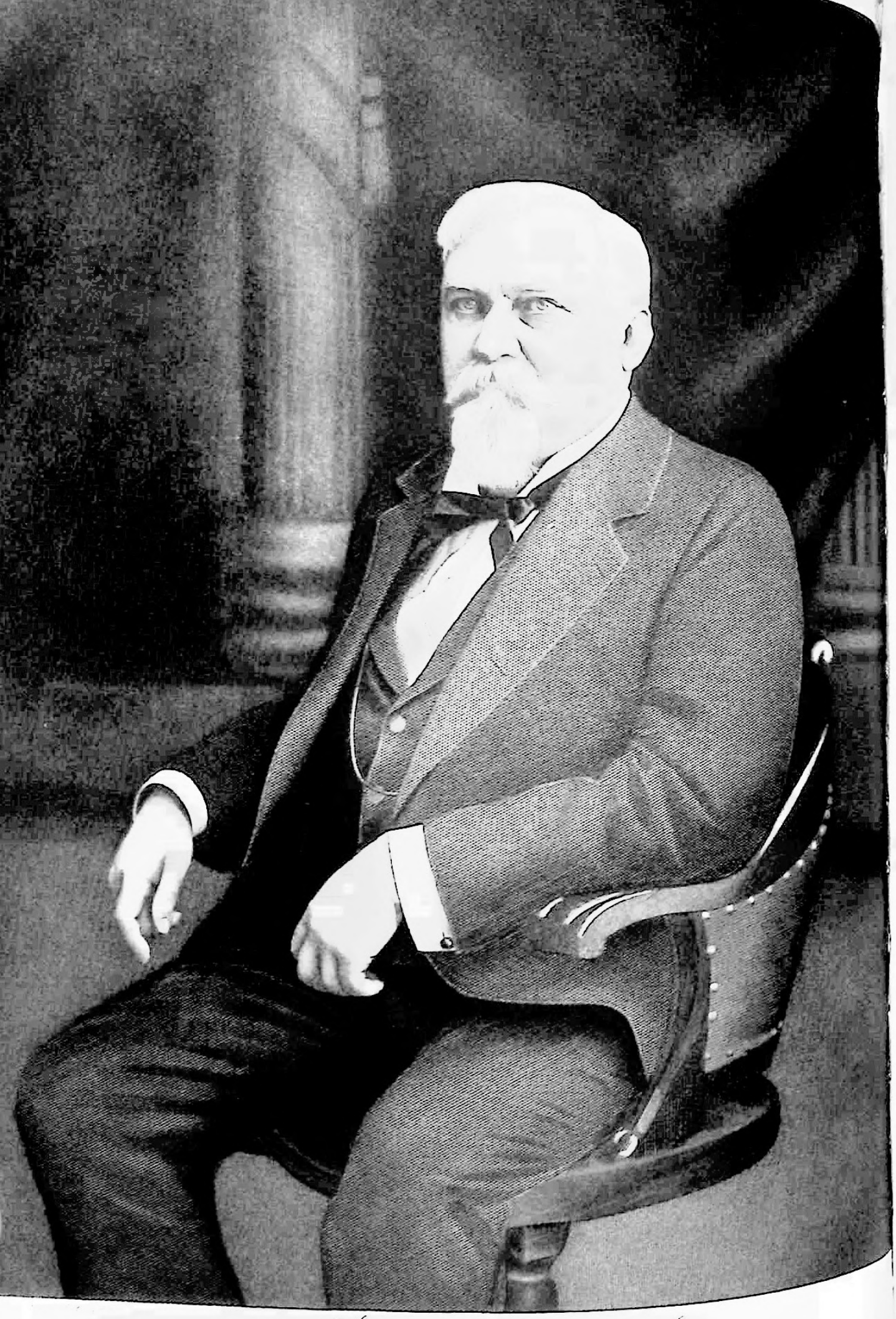
The "Women's Hospital" was established and incorporated September 12, 1894. The building is located on the corner of Sixteenth and Pine Streets, and has capacity for fifty patients, with twenty nurses in attendance. Dr. George F. Hulbert was the founder of this institution, and its first president and chief physician. The hospital is governed by a board of trustees. The Women's Hospital is the only institution of its kind in St. Louis. It is a philanthropic and charitable institution, being obligated to reserve at all times one third of its capacity for charity patients. The hospital has no medical staff; patients choose their own physicians, and all physicians are invited to send their patients to the hospital. There is a training school for nurses connected with the hospital, where from three to five nurses have received their diplomas yearly, but are kept at the hospital until they can sustain themselves elsewhere.

Rebekah Hospital owes its inception to a meeting, held in 1891, of certain ladies who felt that the best accommodations for medical treatment and nursing should be provided for women whose circumstances prevent their paying, but who are not fit candidates for either the City or Female Hospitals. Financial difficulties were encountered in carrying forward the enterprise and in 1895 an arrangement was made under which the Marion-Sims Medical College took control of the institution. Under the auspices of this medical college, it has since been conducted as a hospital for both sexes.

On the 2d of April, 1892, Mr. Robert A. Barnes, of St. Louis, died, leaving an estate worth something over a million dollars, with Messrs. Smith P. Galt, S. M. Kennard and R. M. Scruggs as trustees. In his will he left a bequest of one million dollars for the erection of a hospital in St. Louis. In 1897 the three trustees purchased three acres of ground known as the old Glasgow place, which fronts on Garrison Avenue, between Glasgow and Sheridan Avenues. Several plans were submitted to the trustees for the hospital building, and toward the close of 1898 they practically reached the conclusion that it should be modeled after the Johns Hopkins Hospital in Baltimore, which is said to be the finest equipped and arranged in this country. It had then been determined that the buildings should be fire proof, built of steel, brick and terra-cotta, consisting of an administration building, four wards, kitchen, engine house, etc., and its cost, $200,000. The purpose of the trustees was to begin the erection of the buildings not later than the spring of 1899 and complete the work within one year. When completed, the hospital was to have a capacity for one hundred patients in the general wards, with thirty rooms for private patients. A thorough training school for nurses was also to be connected with the hospital, especially to fit them for use in private families.

Hospital Saturday and Sunday Association.—An association organized November 28, 1893, and incorporated November 26, 1894. The objects of this society are to associate together the hospitals of the city and persons friendly to them, thus bringing into the hands of one organization the entire interest of the sick poor as a distinct class of the population of the city. The association is an example of systematized charity. It comes before the public each Thanksgiving week—that is, on the Saturday and Sunday following Thanksgiving day—and asks universal subscriptions for the benefit of the hospitals of the city. The boxes of the society are placed in many public places, such as hotels, office buildings, depots, saloons and stores. On "Hospital Saturday" a committee of ladies attends each of the hotels, theaters, and large office buildings to present the cause to all whom they meet in these places. The church committees make collections on "Hospital Sunday." The different hospitals that are members of this association receive their pro rata of the money collected at the end of each year.

Hotel for Invalids.—A sanitarium established in 1848 in a large house situated at the corner of Second and Walnut Streets, which had previously been known as the Paul House. It was conducted under the supervision of Drs. W. L. Barret and John S. Moore, of Missouri Medical College, consulting physicians, and Drs. Frazier and Johnson, resident physicians and surgeons.



Warwick Bough

Hough, Warwick, lawyer and jurist, was born in Loudoun County, Virginia, January 26, 1836, son of George W. and Mary C. (Shawen) Hough. His earliest Virginia ancestor was John Hough, who removed from Bucks County, Pennsylvania, to Loudoun County about the year 1750, and there married Sarah Janney, whose family had also moved to Virginia from Bucks County, Pennsylvania, and who was great-aunt to John Janney, president of the Virginia Secession Convention of 1861, and who, by the authority and in the presence of the convention, invested Robert E. Lee with the command of the military forces of Virginia.

John Hough was a grandson of Richard Hough, who came from Cheshire, England, to Pennsylvania, under the auspices of William Penn, in the ship "Endeavor," landing in Philadelphia in 1683. After the death of Richard Hough, William Penn wrote of him: "I lament the loss of honest Richard Hough. Such men must needs be wanted where selfishness and forgetfulness of God's mercies so much abound."

Both the parents of Judge Warwick Hough were born in Loudoun County, Virginia, his father April 17, 1808, and his mother December 25, 1814, and they were married there in 1833. In 1838 they removed to Missouri, Judge Hough's father—who was at that time a merchant—bringing with him a stock of goods, which he disposed of in St. Louis. He then moved overland with his family to Jefferson City, which a few years earlier had been made the capital of Missouri. At Jefferson City he continued to be engaged in merchandising until the year 1854, when he retired from business pursuits. Prior to this he had been prominent and influential in Missouri politics, and had served with distinction as a member of the State Legislature. In 1854 he was the candidate of the Democratic party for Congress, and engaged actively in the political controversies of the day, which were then of a very fervid character and plainly foreshadowed the great contest of 1860 to 1865. In conjunction with Judge William B. Napton and Judge William Scott, then on the supreme bench of Missouri, and Judge Carty Wells, of Marion County, Mr. Hough participated in framing the famous "Jackson Resolutions," introduced by Claiborne F. Jackson, afterward Governor, in the Missouri Legislature in 1849, which resolutions occasioned the celebrated appeal of Colonel Thomas H. Benton from the instructions of the Legislature to the people of Missouri. These resolutions looked forward to a conflict between the Northern and Southern States, and pledged Missouri to a co-operation with her sister States of the South. The leading Democrats of Missouri were then known as Calhoun Democrats, chief among them being David R. Atchison, William B. Napton, James S. Green, Carty Wells and Claiborne F. Jackson, and the bitter personal hostility existing between Calhoun and Benton was much intensified by these resolutions, the authorship of which Colonel Benton attributed to Calhoun. The result of the canvass was Colonel Benton's retirement from the United States Senate. Soon after making his unsuccessful canvass for Congress in 1854 Mr. Hough was appointed by Governor Sterling Price a member of the board of public works of Missouri, which was then charged with the supervision of all the railroads in the State to which State aid had been granted. For several years he devoted his entire time to the public interests in this connection, and rendered valuable service in conserving the interests of the State in these various railroad enterprises. He was frequently tendered positions in the government service, which would have necessitated his removal to the national capital, but declined to accept such appointments. He was for a time curator of the Missouri University, and in conjunction with Dr. Eliot, of St. Louis, did much to benefit that institution. He was one of the founders of the Historical Society of Missouri, and a public man who contributed largely to the formulation of legislation essential to the development of the resources of the State. He had a knowledge of the political history of the country unsurpassed by that of any one in the State, and a superior knowledge also of general history, constitutional law and literature. He died at Jefferson City, February 13, 1878, respected and mourned not only by the community in which he lived, but by the people of the entire State. His wife, Mary C. Hough, daughter of Cornelius and Mary C. (Maine) Shawen, was the first person to receive the rite of confirmation in the Episcopal Church at Jefferson City. She was a woman of great refinement, of rare amiability and sweetness of temper, devoted to her husband, home and children, and at the time of her death, which occurred

at Jefferson City, January 17, 1876, it was said of her: "The works of this quiet, Christian woman do follow her. They are seen in the character of the children she raised and trained for usefulness, in the number of young persons whom she influenced by her precept and example to a higher life and nobler aim, and in the grateful remembrance of the many who have been the recipients of her kind attentions and unostentatious charities."

Warwick Hough, the son of these worthy parents, was reared at Jefferson City, and obtained the education which fitted him for college in the private schools of that city. He was a precocious student, and at sixteen years of age, when the principal of the school he was attending was compelled by illness to abandon his place, he assumed charge of the school at the request of its patrons, and conducted it to the end of the term, teaching his former schoolmates and classmates, and hearing recitations in Latin and Greek, as well as in other branches of study. At fifteen years of age he acted as librarian of the State Library while the Legislature was in session. Entering the State University of Missouri, he was graduated from that institution in the class of 1854, with the degree of bachelor of arts, and three years later received his master's degree from the same institution. As a collegian he was especially noted for his fondness for the classics and for the sciences of geology and astronomy. He could repeat from memory page after page of Virgil, and nearly all the Odes of Horace. In his senior year he invented a figure illustrating the gradual acceleration of the stars, which was used for years after he left college by his preceptor, whose delight it was to give him credit for the invention. His superior scientific attainments caused him to be selected from the graduating class of the University in 1854 to make some barometrical observations and calculations for Professor Swallow, then at the head of the geological survey of Missouri. Later he was appointed by Governor Sterling Price assistant State geologist, and the results of his labors in this field were reported by B. F. Shumard and A. B. Meek in the published geological reports of Missouri. Before he had attained his majority he was chief clerk in the office of the Secretary of State, and he was Secretary of the State Senate during the sessions of 1858-9, 1859-60 and 1860-1. Meantime he had studied law, and in 1859 was admitted to the bar. In 1860 he formed a law partnership with J. Proctor Knott, then attorney-general of Missouri, which continued until January of 1861, when he was appointed adjutant-general of Missouri by Governor Claiborne F. Jackson. As adjutant-general he issued, on the 22d of April, 1861, the general order under which the military organizations of the State went into encampment on the 3d day of May following. It was this order which brought together the State troops at Camp Jackson, St. Louis, the capture of which precipitated the armed conflict between the Federal authorities and Southern sympathizers in Missouri. Prior to his appointment as adjutant-general, Judge Hough had had military experience as an officer in the Governor's Guards of Missouri, in which he had been commissioned first lieutenant, January 17, 1860. He commanded the Governor's Guards in the Southwest expedition in the fall and winter of 1860, under General D. M. Frost. His appointment as adjutant-general gave him the rank of brigadier-general of State troops, and his occupancy of that position continued until after the death of Governor Jackson, when he was appointed Secretary of State by Governor Thomas C. Reynolds. He resigned the office of Secretary of State in 1863 to enter the Confederate military service, and January 9, 1864, he was commissioned a captain in the inspector-general's department and assigned to duty by James A. Seddon, Confederate Secretary of War, on the staff of Lieutenant-General Leonidas M. Polk. After the death of General Polk he was first assigned to duty on the staff of General Stephen D. Lee, and afterward served on the staff of Lieutenant-General Dick Taylor, commanding the Department of Alabama, Mississippi, East Louisiana and West Florida, with whom he surrendered to General E. R. S. Canby, receiving his parole May 10, 1865. The proscriptive provisions of the Drake Constitution prevented him from returning at once to the practice of his profession in Missouri, and until 1867 he practiced law at Memphis, Tennessee. After the abolition of the test oath for attorneys he returned to Missouri and established himself in practice at Kansas City, entering at once upon a brilliant and distinguished career as a lawyer. He soon became recognized as one of the leaders of the Western bar, and in 1894 was elected a judge of the Supreme Court of Missouri. During his ten years of service on

the supreme bench—in the course of which he served two years as chief justice of that distinguished tribunal—he was conspicuous for his learning, his scholarly attainments and uncompromising independence. His style was sententious and pre-eminently judicial; and his opinions, which are noted for their perspicuity, are perhaps the most polished rendered by any judge who has occupied a place on the supreme bench of Missouri in recent years. The style and quality of his judicial labors may be judged by reference to his opinions in the following cases: Sharpe v. Johnson, 59 Mo. 557; S. C., 76 Mo. 660; Rogers v. Brown, 61 Mo. 187; Valle v. Obenhause, 62 Mo. 81, dissenting (his views in this dissenting opinion were afterward approved by the court in Campbell v. Laclede Gas Company, 84 Mo. 352, 378, and Valle v. Obenhause was formally overruled in Dyer v. Wittler, 89 Mo. 81, after Judge Hough left the bench); Turner v. Baker, 64 Mo. 218; Smith v. Madison, 67 Mo. 694; Noell v. Gaines, 68 Mo. 649, dissenting (the views announced by Judge Hough in his dissenting opinion in this case were subsequently adopted by the Supreme Court in 1896, and the case of Noell v. Gaines was overruled in Owings v. McKenzie, 133 Mo. 323); McIllwrath v. Hollander, 73 Mo. 105; Buesching v. St. Louis Gas Light Company, 73 Mo. 219; State ex rel. v. Tolson, 73 Mo. 320; State v. Ellis, 74 Mo. 207; Fox v. Hall, 74 Mo. 315; Skrainka v. Allen, 76 Mo. 384, and Fewell v. Martin, 79 Mo. 401.

His independence in refusing to lend his judicial sanction to the spirit of repudiation of municipal obligations, with which many of the counties of Missouri had unwisely burdened themselves, was the most potent factor in preventing his renomination, and in depriving the State of the more extended services of one of its ablest and most accomplished jurists. What was, however, a loss to the State was a gain to Judge Hough, for immediately after his retirement from the bench he removed to St. Louis, and since 1884 has enjoyed a large and lucrative practice in this city, where he has been identified with much of the most important litigation occupying the attention of the State and Federal courts.

The State University of Missouri conferred upon him the degree of doctor of laws in 1883.

Politically Judge Hough has always affiliated with the Democratic party, and held the views entertained by Mr. Calhoun as to the nature and powers of the Federal government, and the reserved rights of the States. He is widely known to the Masonic fraternity as a thirty-second degree Scottish Rite Mason.

He married, in 1861, Miss Nina E. Massey, daughter of Honorable Benjamin F. Massey (then Secretary of State of Missouri), and Maria Withers, his wife, of Fauquier County, Virginia, whose great-grandmother was Letitia Lee, daughter of Philip Lee, grandson of Richard Lee, who came to Virginia in the time of Charles I.

In December of 1861 Mrs. Hough joined her husband, who was then, with Governor Jackson and other State officers, with General Price's army in Southwest Missouri, and remained south during the entire period of the Civil War, making her home at Columbus, Mississippi, in the military department to which her husband was assigned after entering the Confederate service. Of Judge Hough's five children two are sons and three are daughters. His eldest son, Warwick Massey Hough, was graduated from Central College, at Fayette, Missouri, in the class of 1883, while Bishop E. R. Hendrix was president of that institution, as one of the honor men of his class, winning two prizes, one for elocution and the other for oratory. He is now a lawyer of recognized ability, practicing his profession in St. Louis, and for several years was assistant United States district attorney. Judge Hough's second son, Louis Hough, was graduated at the Missouri Medical College, of St. Louis, in 1891, and is now surgeon in charge at the works of Pearson & Sons, English contractors, engaged in deepening the harbors of Coatzacoalcos and Salina Cruz, on the Isthmus of Tehauntepec, Republic of Mexico.

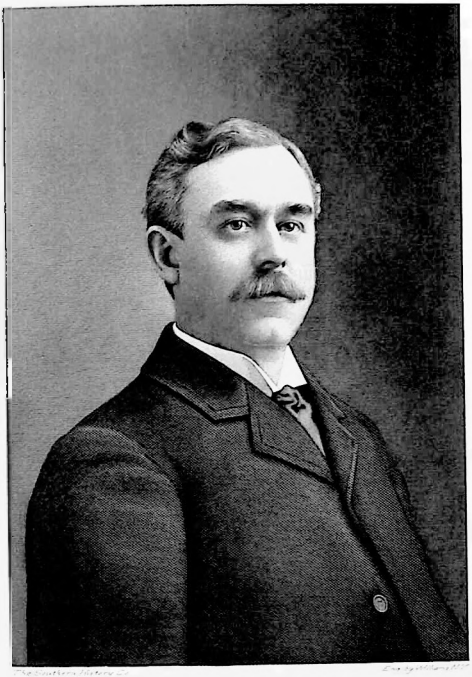
Judge Hough has two brothers and three sisters. His eldest brother, Dr. Charles Pinckney Hough, is a graduate of the Missouri Medical College, of St. Louis, and now lives in Salt Lake City. He has high rank as physician and surgeon, and has had extended observation and experience in the hospitals of England, France and Germany. The youngest brother, Arthur M. Hough, is a lawyer and resides at Jefferson City, Missouri, the place of his birth. He ranks well at the bar, has taken much interest in Masonry, and has been grand master of the Grand Lodge of Missouri. The eldest of Judge Hough's sisters married Dr. George B. Winston, of Jeffer-

son City, a physician of note, and survives him. His second sister is the wife of Captain John P. Keiser, of St. Louis, and the third, Georgie B. Hough, is unmarried.

Hough, Warwick Massey, lawyer, was born September 29, 1862, in Columbus, Mississippi, son of Judge Warwick and Nina E. (Massey) Hough, of whose families and antecedents somewhat extended mention is made in the preceding sketch of the elder Hough. His early education was obtained in the public schools of Kansas City, and his collegiate education at St. Louis University, and Central College, of Fayette, Missouri, the last named institution being the one at which he completed his academic studies in 1883. While in college he gave promise of the success which he has since achieved in his profession. He was popular with both students and professors, was a leading debater in the college societies, and in his senior year was awarded two gold medals, one for elocution and the other for oratory. Inheriting a love of the law from his father, who has achieved distinction both as lawyer and jurist, he turned naturally to that vocation when the time came for him to make choice of a calling. While preparing himself for admission to the bar he had a valuable experience in the office of the clerk of the Supreme Court of Missouri, where he assisted in preparing the opinions of the court for the official reporter. In 1886 he was admitted to practice in the Circuit Court of St. Louis, and at once entered upon professional work in this city. During the latter part of President Cleveland's first administration he was assistant United States district attorney for the Eastern Division of the Eastern District of Missouri, Honorable Thomas P. Bashaw being at that time the district attorney. While serving in this capacity he was called upon to make a close study of the internal revenue laws of the United States, and as a result he has since, while engaged in general practice, given special attention to litigation of all kinds growing out of the enforcement of the revenue laws, and has achieved marked distinction in this line of professional work. Among his distinguishing characteristics as a practitioner have been absolute fearlessness in the discharge of his duty to his clients, painstaking effort in the preparation of his cases, and prompt and vigorous action in cases requiring such action. As a trial lawyer he is conspicuous for the force, directness and clearness of his statements to both courts and juries, and for his courteous demeanor under all circumstances. Especially happy in presenting the strong points of his own case and in exposing the weakness of an adversary's cause, he has shown himself the well-rounded and well-equipped lawyer in a practice which covers a wide and varied field. In politics he has always been a Democrat, and his pronounced views in favor of bi-metallism, free trade and the reserved rights of the States in opposition to centralization of power caused him, for the first time, to take an active part in the presidential campaign of 1896. October 22, 1890, Mr. Hough married, at Waterloo, Iowa, Miss Elizabeth Gage, formerly of St. Louis, daughter of Charles and Mary S. Gage. The mother of Charles Gage and the grandmother of Mrs. Hough was Frances Dana Gage, of Ohio, in her day a well known and popular writer. Through her Mrs. Hough, whose social graces have made her many friends in St. Louis, is descended from Captain William Dana, who commanded a company of artillery at the battle of Bunker Hill, and whose wife was Mary Bancroft.

House of Industry.—This was the name given to an institution which was opened October 1, 1872, for the reception of women sent there for medical treatment in accordance with the provisions of the "social evil" registration law. After the repeal of this law the institution was made a general female hospital, and has since been conducted as such by the city.

House of Mercy, St. Joseph's.—In 1856 Rev. Father Damen, S. J., then pastor of St. Xavier's Church, saw the necessity in the growing city of St. Louis for a community which would devote its attention solely to the poor. Archbishop Kenrick, who cordially approved of Father Damen's plans, made formal application for Sisters of the Order of Mercy, and six sisters from the parent house in New York arrived in St. Louis on June 27th, locating on Tenth and Morgan Streets, and began immediately their work of mercy. The jail was visited regularly, the sick poor were sought out in their homes, and provisions supplied by the Jesuit Fathers were distributed to the needy. At the close of the same year the House of Mercy was inaugu-



Harwick M. Hough

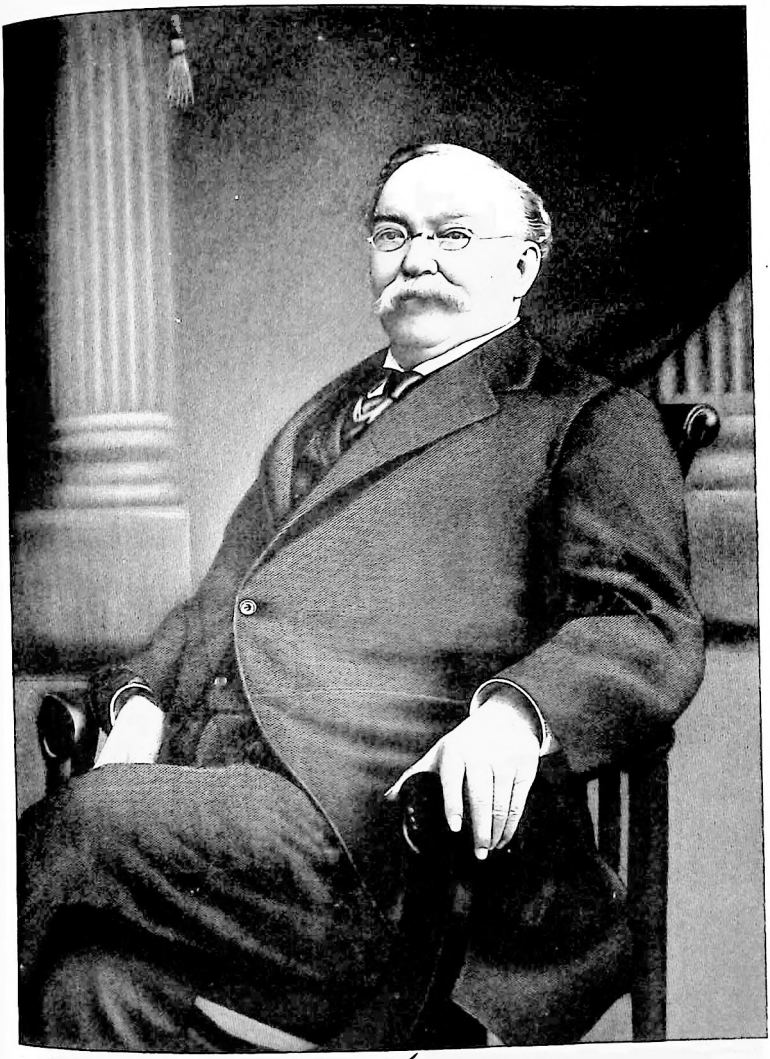
rated, affording shelter to poor children, besides serving as a home for respectable women out of employment. St. Joseph's Convent of Mercy was chartered in 1857. In 1861, their house having become too small, the archbishop gave the site for a new building on Morgan and Twenty-second Streets, where the institution at present stands. On this, besides a convent for the sisters, was a building for the House of Mercy. It became necessary in 1866 to erect a new school building, the number of pupils increasing to 600 in 1871. In 1869 the Convent of Mercy in St. Louis became a parent house, sending out two branches—one in March, to New Orleans. In May, 1871, the sisters converted their school building into a female infirmary, which developed into a hospital for both sexes, which was placed under the patronage of St. John. The private patients in St. John's Hospital were removed to their new building at Locust and Twenty-third Streets; later the ward patients were also removed, and the entire building has since been occupied by the home for young working girls, the Industrial School for little girls and the Night Hospital for homeless women. The visitation of the sick and almsgiving are still continued.

House of Refuge.—A St. Louis city institution for the detention and training of boys and girls who are otherwise uncared for, the object being to rescue them from criminal association and give them a home in which they will be supported, educated and disciplined, and enabled to take care of themselves. It was established as a city institution in 1854, with F. S. W. Gleason as superintendent, and in 1855 was made a State institution, under a board of managers. The first board, nine members, consisted of the mayor of the city, Washington King, ex-officio; John How and Madison Miller, appointed by the county court; Marshall Brotherton and John Hartnett, appointed by the mayor; Daniel G. Taylor and J. W. Thornburgh, elected by the city assembly from the board of aldermen, and J. W. Heath and James H. Small, elected by the city assembly from the board of delegates. The institution was located on a forty-acre tract, United States survey, one-half of which was afterward sold. The first buildings were three long, narrow, two-story and one small two-story brick structures, the place previously having been used for a city poorhouse, and also as a smallpox hospital. In 1855 a brick addition was erected, at a cost of $5,000, and in 1858 a large building on the western part of the tract was completed. For a time during the Civil War this building was occupied by the United States government as a hospital for soldiers. On the 14th of February, 1865, the east wing and center of the House of Refuge were destroyed by fire. In 1866 the west wing was refitted and occupied by the boys, the girls remaining in the old house. Workshops and schools were then operated on an extended scale. In 1872 the superintendent, Gleason, was charged with cruel treatment of the inmates, tried by a court and acquitted; but fresh charges were preferred against him and investigated by Mayor Brown, resulting in the passage of an act of Legislature in 1873, placing the institution under control of a board of managers, five in number, the mayor of the city and four others appointed by him. The first board under the new organization consisted of Mayor Jos. Brown, John G. Priest, John J. Fitzwilliam, Wm. Currie and Wm. C. Lange. John D. Shaffer was appointed superintendent. Since 1866 several additional buildings of brick have been erected—one for girls, near the boys' main building, two stories, 110 feet by 100; residence of superintendent, two stories; a building for shops, chapel, bakery, schoolrooms, bathroom, 300 feet by 35, and two stores. The occupations of the inmates are shoemaking, tailoring, baking, painting, carpentering, dressmaking, gardening, laundry work and engineroom work. There is a girls' training school, with special instruction in several kinds of skilled work. The number of inmates in 1898 was 354—of which number 210 were white, and sixty-four colored boys, and sixty-six were white, and fourteen colored girls. The officers, teachers and overseers numbered about forty. The location of the House of Refuge is 3300 Osage Street, corner of Louisiana Avenue.

House of the Guardian Angel.—This institution is under the sole and immediate care of the Sisters of Charity of St. Vincent de Paul. The home was founded August 24, 1859, and was incorporated May 25, 1870. The founder was Archbishop Kenrick, who followed its onward course with paternal interest. In 1859 he gave to the Sisters of Charity a small building of four rooms, on

Marion and Menard Streets, in which they opened their asylum. The object of the work was and still is to give a home to young girls; to teach them trades and other useful industries, which will enable them in the future to be self-supporting. The institution is for girls only, orphans or half-orphans and other homeless ones who are properly recommended. They are received at any age between the years eight and sixteen. They are kept in the house until they are of age, and longer if they desire to stay. When they wish to go suitable positions are sought for them. None are given in adoption. They are taught the ordinary English branches of a grammar school, and are trained in all the branches of domestic economy by their participation in the daily work of the house, all sharing in rotation the duties of the kitchen, bakeroom, laundry and general house-cleaning. Plain and fancy sewing is taught to those who have a taste for it. No board is received, the only revenue of the institution being that earned by the children and their teachers through sewing and fancy work. Each girl on leaving is provided with a moderate outfit. Should one prefer to remain after eighteen a sum of money is deposited for her, which, on leaving, she receives. The house sheltered many during the Civil War, when its work really began. Since that time hundreds have here found a home. A new building was soon required, which was later much enlarged, affording accommodations for seventy-five inmates.

Houser, Daniel M., president of the Globe Printing Company, is the son of Elias and Eliza Houser, and was born December 23, 1834, in Washington County, Maryland. In 1839 his parents removed to Clark County, Missouri, and from there to St. Louis, in 1846. In his early youth Mr. Houser obtained what tuition the common schools afforded, and was well grounded in the rudiments of education when, at the age of seventeen, he set out to make his own way in the world. He began in an humble place in the workrooms of the "Union" newspaper, and was with that paper when Hill & McKee purchased it and merged it into the "Missouri Democrat." The general history of this institution, now known far and wide as the "Globe-Democrat," is given in the article on "Newspapers." To have been identified with such a lever of power and influence for nearly half a century already, with the prospect of many years more of continuance, is itself a distinction of extraordinary note. With his foot upon the ladder, Mr. Houser rose until in a few years he was a bookkeeper, and then general business manager. He had just attained his majority when the interest of the senior proprietor of the "Democrat" was absorbed by Francis P. Blair, who was then planting the seed of his future political career. On the retirement of Blair, who remained but a short time in the firm, a pecuniary interest in the new organization fell to George W. Fishback and D. M. Houser. In those days a newspaper partnership meant no such immense outlay of money as is involved in modern city journalism, nor were the demands of readers upon publishers anything like such as they are now. Advertising and circulation patronage were both limited, and it is a feature of Mr. Houser's long career that the wonderful evolution of the newspaper business in the last half century has been conspicuously participated in by him. Able and fortuitous as has been the editorial management of the "Globe-Democrat," the paper never could have attained the success it has except by the application of systematic business methods. A liberal expenditure of money in the collection and transmission of the latest news, competent and properly distributed agents, ample provision for the composing and press rooms, and attention to the innumerable details of the counting room, require executive ability of the highest standard. The combination of talents that can look to these is exceedingly rare and admits of but a single test—success. Up to the death of William McKee, that veteran of the press was president of the Globe Printing Company, the corporate name of the "Globe-Democrat" concern. Mr. Houser succeeded him in 1879. He was for many years a director of the Western Associated Press, and shared with Richard Smith, W. N. Haldeman, Murat Halstead, Joseph Medill and other well-known newspaper men in planning the operations of that great purveyor of the public's intellectual aliment. He was one of the incorporators and original directors of the St. Louis Exposition, and has been very prominent in promoting that enterprise, both through his journal and individual effort. In almost every project organized to advance the interests of the city his name is found. Needless to say that all such receive the benefit of



D. M. Houser

his influence wherever it can be exerted. In 1862 Mr. Houser married Miss Margaret Ingram, of this city, of which marriage two sons and one daughter were born. Both sons are employed in the business department of the "Globe-Democrat." Mrs. Houser died in February, 1880, and nine years later Mr. Houser was married to Miss Agnes Barlow, daughter of Stephen D. Barlow, deceased, by whom he has had four children. Daniel M. Houser is without ostentation, and has never sought notoriety of any sort. He is a plain, practical business man, with a kind heart and an evident purpose to do the right thing. A good deal of his money has been spent in a way to adorn the city architecturally, and it can well be said of him that he is deserving of the cordial respect and esteem of his fellow-citizens. In the latter part of November, 1897, having positively declined re-election to the directory of the St. Louis Exposition & Music Hall Association, the general manager was requested by the board to express to Mr. Houser their great regret at his decision. In conveying this regret Mr. Frank Gaiennie said: "Your unselfish and disinterested work in behalf of the Exposition for fifteen years attest your loyalty to it and your public spirit in everything that has the interest of St. Louis at heart. Your unanimous nomination by the board would have been ratified by the stockholders at the election. Your uniform, courteous and considerate manner will long be remembered, and the good wishes of all will follow you for your future welfare." At the present time Mr. Houser is one of the chief promoters of the Louisiana Purchase Centennial Exposition, which will be held in St. Louis in 1903.

How, John, for many years a prominent and wealthy merchant of St. Louis, and twice mayor of the city, was born and reared in Philadelphia, and came to St. Louis while a young man and engaged in business. He was very successful, and as liberal as successful. Washington University was the recipient of a princely gift at his hands. He was elected mayor in 1853, and again in 1856. He lost his fortune through imprudent mining enterprises and reverses following the Civil War, and died in San Francisco in 1888.

Howard, Benjamin, first Governor of Missouri Territory under that name, was born in Virginia in 1760, and died in St. Louis in 1814. He was the son of John Howard, a Revolutionary soldier, and one of the first settlers at Boonesboro, Kentucky. Benjamin Howard entered public life in his early manhood, serving in the Kentucky Legislature, and later as a member of Congress from that State. He resigned from Congress to become Governor of Upper Louisiana Territory, which became Missouri Territory during his administration. In 1813 he resigned the governorship to accept a brigadier-generalship in the United States Army, being assigned to the command of the Eighth Military Department, including the territory west of the Mississippi River. He was in active military service at the time of his death.

Howard, David B., who has long occupied a position of prominence in Western railroad circles, was born January 5, 1840, in Maulman, Burmah. He entered the railway service January 1, 1860, as a clerk in the office of the secretary and treasurer of the Chicago & Alton Railroad, and was employed by that corporation in the same office for four years. He was then made paymaster of the Chicago & Alton Railroad, and held that position until June 1, 1866. From July, 1866, until January, 1873, he was secretary and treasurer of the St. Louis, Jacksonville & Chicago Railroad Company, and from January, 1873, to November, 1879, he was auditor of the St. Louis, Kansas City & Northern Railroad Company. He was then made auditor of the Wabash Railroad Company, and has ever since held that position.

Howard, Thomas, manufacturer, was born in the village of Lewes, Sussex County, Delaware, January 31, 1831, and died in St. Louis, October 12, 1895. His parents were Thomas and Jane (Russell) Howard, and his paternal grandfather was Captain Richard Howard, a Revolutionary soldier, distinguished for his bravery and the sacrifices which he made in the struggle to establish the independence of the colonies. Thomas Howard, the son of Captain Richard, was born March 29, 1779, in Lewes, Delaware, while his father was held as a prisoner of war aboard the prison ship "Poiatin," in New York harbor. In his young manhood the son became a defender of the government which his father had helped to found, and was a participant in

the second war with Great Britain. Born to the inheritance of a good name and a large share of mental vigor, Thomas Howard, the St. Louis manufacturer, grew up in his native town, and after graduating from the academy at Lewes, completed his education in Philadelphia. In 1850 he began his business career in that city as an employe of a wholesale cloth house, with which he continued his connection until his health became so seriously impaired that he was compelled to seek its betterment in a milder and more congenial climate. Going then to Texas, he remained in that State two years, and as a result fully regained his physical strength and vigor. At the end of his sojourn in Texas he came to St. Louis and embarked in the iron manufacturing business in this city, in company with his brother-in-law, L. D. Baker, and J. G. McPheeters, the firm thus constituted becoming known as the St. Louis Iron Works, and the manufacturing plant which it operated being located at the corner of Eighth Street and Clark Avenue. Later, in company with Frederick Shickle, Mr. Howard became owner and operator of this plant, conducting the business under the firm name of Thomas Howard & Co. In 1868 the firm of Shickle, Harrison & Howard, composed of Frederick Shickle, John W. Harrison and Thomas Howard, succeeded the old firm of Thomas Howard & Co., and under the name of the Shickle, Harrison & Howard Iron Company the business is still carried on by Mr. Howard's surviving partner, Mr. Harrison. Mr. Shickle died about the year 1891, but Mr. Harrison and Mr. Howard continued to be associated together until the latter's death. For some years prior to 1894 Mr. Howard was interested in and held the office of vice-president of the Howard-Harrison Iron Company, of Bessemer, Alabama, one of the noted iron manufacturing establishments of the South. In 1894, however, he severed his connection with that corporation, and thereafter until his death gave his entire time and attention to the extensive business of the St. Louis plant. Engaged largely in the manufacture of water pipe, this foundry has turned out a large proportion of the pipe laid down in the streets of St. Louis, and has also sent its products to cities in all parts of the United States. This enterprise, with which Mr. Howard was so long identified, was in all respects a profitable and remunerative one, and he acquired a fortune through his manufacturing operations. He was brought up a Presbyterian, but later in life identified himself with the Episcopal Church, and was confirmed in that faith. He was never active in politics, but during the Civil War was numbered among the staunch Unionists of St. Louis, and served as a member of one of the companies of home guards, organized at that time. He married, June 14, 1871, Miss Kate M. Robb, and is survived by his widow and two children.

Hoyle, Charles, lawyer, was born July 9, 1843, in St. Louis, son of George and Kate (Cruttenden) Hoyle, the first named a citizen of Lynchburg, Virginia, and the last named born in Georgetown, D. C. George Hoyle removed, in 1834, from Lynchburg to St. Louis, and resided here until 1867, when he died, leaving three children, Charles, Ella and Henry Hoyle, all of whom still live in St. Louis. With him there came from Virginia to Missouri his aunt, Mrs. Mary Brown, who was the widow of a surgeon of the English Army. She built and lived in a large three-story house on the corner of Fourth and Elm Streets, in St. Louis, until her death, in 1853, and in this house Charles Hoyle was born. The Hoyles came originally from England to this country, and Charles Hoyle, after whom the subject of this sketch was named, and who was the uncle of George Hoyle, settled at Lynchburg, Virginia, in 1788. He was for many years the proprietor of the Franklin Hotel, of Lynchburg, which was considered the finest hotel in Virginia at that time, and was famous among the old-time hostelries of that period. The maternal grandfather and grandmother of Charles Hoyle, of St. Louis, were born in Guilford, Connecticut, and removed from that State to Georgetown, D. C. There his grandfather engaged in business, and was for many years a contemporary of W. W. Corcoran and George W. Riggs. Mr. Hoyle's father, while a resident of St. Louis, built and lived in the house now standing on the reservoir grounds, at Grand and Lafayette Avenues, occupying it until it was condemned by the city and taken for city purposes. Reared in St. Louis, Mr. Hoyle was educated at Washington University, being graduated from that institution in the polytechnic course. He then studied law, and after graduating from Albany—New York—Law School was admitted to the bar in this city in 1866. In

Chas. Hoyle

1890 he retired from the practice of law and engaged in business, and is now interested in the Interchangeable Brake Beam Company. In politics he has been identified with the Democratic party, is an Episcopalian churchman, and affiliates with fraternal organizations as a member of the Legion of Honor. He married, in 1875, Miss Caroline Harris, daughter of Judge J. W. M. Harris, a distinguished lawyer of Vicksburg, Mississippi, and a niece of General N. H. Harris, prominent in the Confederate Army. The children of Mr. and Mrs. Hoyle are Mary, George, Charles and Mildred Hoyle.

Hubbard, Ernest Mortimer, was born June 17, 1859, in Florence, Alabama, son of John M. and Lucy (Hawkins) Hubbard. The family to which he belongs came from England long before the American Revolution and settled in Halifax County, North Carolina. The great-great-grandfather of Ernest M. Hubbard was a soldier in the Revolutionary War, and was with General Greene on his famous retreat across North Carolina after the battle of the Cowpens, and was taken prisoner by the British at Guilford Courthouse. After the war he settled in Franklin County, North Carolina, and there Thomas, the great-grandfather of the subject of this sketch was born. John Hubbard, grandfather of Ernest M. Hubbard removed from that county to Ansen County, North Carolina, and afterward to a place near Wadesboro. He had six sons, to each of whom he gave as a start in life one hundred acres of land, and they in time became rich in land and stores, all of which was lost as a result of the Civil War. The grandmother of Ernest M. Hubbard, whose name was Lewis and who came of Welsh parentage, was born in North Carolina, and her brother, who was the first settler at Forrest City, Arkansas, was a soldier in the War of 1812, and a pioneer of note. In the spring of 1812 he traveled alone from North Carolina to Arkansas, traversing Tennessee, Alabama and Mississippi. After locating his land in Arkansas he walked back to North Carolina, and in the autumn following returned to Arkansas, with his wife and children. John M. Hubbard, the father of Ernest M. Hubbard, served with distinction in the Confederate Army under General N. B. Forrest during the Civil War, and later established his home in Tennessee. After the war Ernest M. Hubbard lived with his father in Bolivar, Tennessee, and was fitted for college in a school taught by the elder Hubbard. He then entered the University of Tennessee and was graduated from that institution in the class of 1878. After that, his father having in the meantime established a school at Navasota, Texas, he taught in that school one year. In 1880 he came to St. Louis and became connected with the wholesale grocery house of Nave & McCord, continuing in its employ until the firm went out of business. He was afterward employed by Alkire & Co., until July 1st of 1884, when he became a clerk in the Boatmen's Bank. He has ever since been connected with that great banking house, and his promotion to the position of second assistant cashier is the best evidence that his employers have implicit confidence in his ability and integrity. July 2, 1890, Mr. Hubbard married Miss Charlotte Charless Woods, daughter of William S. Woods, of St. Louis, and a member of one of the oldest families of the city.

Hill, Joseph, civil engineer and railroad manager, was born on a farm adjacent to the city of Urbana, Ohio, November 17, 1824, and died in St. Louis September 27, 1896. His parents were Joseph and Mary (Purcell) Hill, who were among the first settlers in Concord Township of Champaign County, the rich agricultural county of which Urbana is the capital. The elder Joseph Hill, who removed to Ohio from Kentucky, was a soldier in the War of 1812, and during the early years of Ohio's statehood was somewhat prominently identified with public affairs. He was an ardent old-school Whig and a warm admirer of William Henry Harrison, and in 1838 sat as a delegate in the Columbus Convention which declared in favor of Harrison for the presidency, and set on foot the movement which resulted in his nomination. The more remote ancestors of the younger Joseph Hill were Virginians, in both paternal and maternal lines, and the Hills were among the colonists who came from England to Virginia. His mother was a daughter of George and Margaret Randolph Purcell, of Prince William County, who removed to Kentucky in the year 1800 and were among the pioneer settlers in that State. Margaret Randolph Purcell was a daughter of John and Anne Osborne Randolph, and in this line Joseph Hill was descended from the Ran-

dolphs and Osbornes, two of the oldest and most prominent families of Virginia.

Reared on a farm, the early experiences of Joseph Hill were not unlike those of the average country youth of that period and of his condition in life. A portion of the time he worked on the farm, acquiring there that industrial training which experience seems to have demonstrated fits an American youth better than anything else for the stern realities of life. When not engaged in farm work he attended a country school, and after obtaining a good English education began teaching school. In this way he earned the means of completing a thorough course of study at the Ohio Wesleyan University, of Delaware, Ohio, where, in addition to the regular curriculum, he took a special course in civil engineering. After leaving college he entered a dry goods store in Urbana as a clerk, and later became the owner of the store, following the business of merchandising during the years 1848 and 1849. The failure of his health then caused him to make a change in his occupation, and with a view to living an outdoor life, he engaged with the engineering corps then surveying the line of the Columbus, Piqua & Indiana Railroad, later known as the Columbus & Indiana Central Railroad, and now a part of the Pennsylvania system. Thus, in 1850, he began his career as a railroad man, a career crowned with a large measure of success in later years. In 1853 he became chief engineer of the Atlantic & Great Western Railway Company, and acting in that capacity surveyed and built the road, which is now a part of the Erie system, through the States of Pennsylvania and New York. Later he was superintendent of this line, and for some years lived most of the time at Meadville, Pennsylvania, and Jamestown, New York, although he still retained a residence in Ohio. In 1862, when the great struggle to preserve the life of the nation had assumed proportions which impelled every patriotic man in the North to contribute his share toward swelling the armies of the Union, he aided in recruiting the Forty-fifth Ohio Volunteer Infantry Regiment, and was commissioned major of the regiment by Governor David Tod. He served with this regiment in the field until sickness compelled him to resign his commission, having in the meantime been promoted to lieutenant-colonel. After his recovery from this illness he was appointed chief engineer of a line of railway, now a part of the Pennsylvania system, and some time later became superintendent of the Chicago Division of that road, with headquarters at Logansport, Indiana. He retained the last named position until 1881 and then came to St. Louis as general superintendent of the Vandalia Line. In 1887 he became assistant general manager of this line of railway, retaining that position until 1891, when he resigned it to retire to private life and the enjoyment of a well earned rest. At the same time he resigned the general superintendency of the St. Louis & Carondelet Railroad, with which he had been prominently identified for several years. From the time he came to St. Louis until he ceased to participate actively in business affairs he sought to promote, in every way possible, the best interests of the city, and was largely interested in various important enterprises, chief among them being the Union Trust Company and the Continental National Bank, in both of which he was a director and the first named of which he helped to organize. He was one of the founders of the St. Louis Exposition, served as a member of its first board of directors and was several times re-elected to that office. As a railway man he was widely known and deservedly popular, and in the business and social circles of St. Louis he was no less highly esteemed. He inherited from his father a strong attachment to the Whig party, and his political affiliations were with that organization until it ceased to exist. He then became an equally staunch Republican and voted with that party to the end of his life. In 1880, while residing at Logansport, Indiana, he was nominated for presidential elector on the ticket headed by Garfield and Arthur, but fearing that his eligibility might be questioned on account of his having retained a residence in Ohio for several years after his removal to Indiana, he declined the proffered honor. He was a Methodist churchman and a member of Lindell Avenue Church in this city. He was connected with fraternal organizations as a member of the orders of Masons and Odd Fellows, and was a member also of the Ransom Post, Grand Army of the Republic, and of Missouri Chapter of the sons of the Revolution.

Huelfs-Gesellschaft.—A Swiss benevolent society, a branch of which was organized in St. Louis, at Helvetia Hall, corner

C. M. Hughes

of Fourth and Poplar Streets, in 1873. While it is an independent body, it is in affiliation and correspondence with similar societies in American cities, and with a parent organization in Berne, Switzerland. Its objects are the relief of needy immigrants and travelers of the Swiss nationality, and it is supported by fees and dues and by appropriations from the Swiss government and Swiss Cantons. The organizers of the society in St. Louis were Charles F. Mathey, John Eschmann, Rev. J. G. Eberhard, and others.

Hughes, Charles Hamilton, physician, son of Captain Harvey J. and Elizabeth R. (Stocker) Hughes, was born in St. Louis, near the Little Mound, the site of St. Louis' first reservoir. He is descended from Revolutionary ancestors of Pennsylvania and Virginia nativity, and more remotely from distinguished ancestors of English, Irish and Welsh origin, whose lineage can be distinctly traced to the Hughes family of Gwercales, granted armorial bearings in 1619. The Hughes of Archerstown, County Tipperary, Ireland, were descended from Abraham Hughes of this historic family, and to this branch of the family also belonged Francis Annesley Hughes and Annesley Hughes, of Conanbrook and Dublin. Abraham Hughes was a gentleman of Welsh nativity, who crossed over from Ireland to Wales with Cromwell about the year 1650 and acquired the estate of Balleytrent in Wexford County. Burke's "History of the Landed Gentry" mentions the Hughes of the County Tipperary as a family of "great antiquity and noble alliance." Richard Hughes, of this family, emigrated from Ireland to the New England colonies about the year 1760, and settled at first upon a farm embracing a part of the site of the present city of Harrisburg, Pennsylvania. On the breaking out of the Revolutionary War he enlisted in the Continental Army and served throughout the struggle for independence, having been with Washington at Valley Forge and at the battle of Brandywine, where he was wounded. At the close of the war, he married Elizabeth Scarlet, an English lady, and settled on a farm in Rockingham County, Virginia. He lived to the remarkable age of one hundred and five years, and died on this farm, his wife dying at the age of ninety-five. His sons were Richard, William, John and David Hughes, of whom David died on the old farm. William emigrated to Ohio and was accidentally drowned in the Muskingum River, near Marietta. John, who was a commissary of subsistence in the War of 1812, went, in 1815, to Cincinnati, Ohio, where he married a daughter of General John S. Gano, and where he died in 1875. Descendants of these sons settled in West Virginia, Tennessee, Kentucky, Alabama and Ohio. Richard Hughes married Nancy Davis, a native of Virginia, and removed first to what is now West Virginia, later to Cincinnati, and afterward to Lima, Ohio. To these parents were born twelve children, one of whom was Harvey J., the father of Charles H. Hughes. The parents of Dr. Hughes were residents of St. Louis during the earlier years of his childhood, and his earliest remembrance is of his home on North Fourth Street, near Wash Street. The next house south of his early home was the residence of Honorable John How, afterward mayor of St. Louis; next, the residence of Captain McDonald, then chief of police, and next to this, what was known as Mrs. Freeman's school, at which he received his earliest instruction. Dr. Beaumont, Dr. Tiffin and Dr. White, men who achieved marked distinction in their profession, are remembered by him as the physicians called by the family in those days. When he was nine years of age his parents removed to Rock Island, Illinois, and his education was continued at Dennison Academy, of that city. His academic studies were completed afterward at Iowa College, then located at Davenport, across the river, but now at Grinnell, Iowa. In 1855 he began reading medicine at Davenport, and continued his studies for four years thereafter under the preceptorship of Dr. James Thistle, John T. O'Reardon and Dr. James Cartwright, attending the regular courses of lectures at St. Louis Medical College, from which institution he was graduated in the class of 1859. During the year 1859 he served as acting assistant physician to the United States Marine Hospital in this city, and after that practiced medicine for a short time in Warren County, Missouri. In 1861, shortly after the beginning of the Civil War, he entered the Federal military service as assistant surgeon of the First Missouri Regiment of Volunteer Infantry, and in July of 1862 was promoted to surgeon. He was then placed in charge of the Hickory

Street Post Hospital, McDowell's Prison Hospital, DeSoto and Pilot Knob Post Hospitals, on the Iron Mountain Railroad, and Stragglers' Camp, at St. Louis, and continued in this service four years. During the last of Price's raids into Missouri he had charge of the refugees and freedmen. He was mustered out of the government military service in 1865, and in 1866 was made medical superintendent of the Missouri State Asylum for the Insane, located at Fulton, a position which he retained until 1871. Since then he has been engaged in the practice of his profession in this city, achieving well merited distinction, not only as a practitioner but as an author and educator. He was president of the Mississippi Valley Medical Association in 1891 and is a member of the American Medical Association, with which he is now and has been for several years officially connected as a member of its judicial council, and which he served as chairman of the section on nervous and mental diseases for 1898. He is a member, also, of the American Psychological Association, the American Neurological Society and was president of the neurological section of the Pan-American Medical Congress in 1893. He served as vice-president of the Medico-Legal Congress at its session of 1892, and was vice-president of two sections of the International Medical Congress held in 1893. He is a member of the St. Louis Medical Society and of the Missouri State Medical Society; corresponding member of the New York Medico-Legal Society, and honorary member of the British Medico-Psychological Society and of the Chicago Academy of Medicine, and foreign member of the Russian Society of Neurology and Psychiatry. He has for many years filled chairs in various St. Louis medical colleges, and is now dean of the medical faculty and professor of nervous diseases in the Barnes Medical College, of this city. He is a member of the board of trustees of the Missouri Society of the Sons of the American Revolution; member of the Loyal Legion, and of Ransom Post, Grand Army of the Republic. In 1880 he founded and has since edited and published the "Alienist and Neurologist," a journal on nervous and mental diseases, widely known to the medical profession. As president of the American Medical Editors' Association, he delivered the address at the banquet given by that association in honor of the first Pan-American Medical Congress, September 4, 1893, demanding, in the name of his profession, that a national bureau of medicine should be established in this country, over which a physician, clothed with the dignity of a cabinet officer, should preside. He is the author of many new methods of treatment, and new light has been thrown on physiology and diagnosis through his discoveries. Persevering industry has been one of his distinguishing characteristics, and that he has been an indefatigable worker in the field of medical research is attested by the fact that many additions have been made to medical literature which bear his name and the impress of his individuality. He is a succinct and forceful writer, literary and medical, as well as a successful practitioner of recognized skill and sound judgment. The record of his useful work occupies many pages in the published medical biographies of the country, and his name occupies a prominent place in the list of men eminent in the medical profession. In the fraternal circles of St. Louis he is prominent as a Knight Templar and Scottish Rite Mason.

Dr. Hughes married, October 16, 1862, Miss Addie Case, of St. Louis, who died in 1870. February 16, 1873, he married Miss Mattie D. Lawther, of Fulton, Missouri, deceased December 12, 1898. His living children are Charles C., Clarence H., Frank S., Henry L., and Ray M. Hughes. His daughter, Bessie, a young lady of rare promise and much beloved, died several years ago.

In his contributions to literature, Dr. Hughes occasionally drops into verse, and the following extracts from a patriotic symposium on "The Crisis and the Flag," published at the beginning of the late war with Spain, will serve as examples of his literary style:

THE LOYAL LEGION.

When freedom's skies are darkened in other lands than ours,
Our flag waves out for liberty 'gainst all tyrant powers;
In it shall every patriot hope, in every true endeavor,
And ev'ry free heart bravely cope 'gainst tyranny forever.
Thus freedom's flag shall ever wave forever and forever.
The land of wicked Weyler, who hears not mercy's plea,
And chained the brave Columbus, must now set Cuba free.
The Stars and Stripes decree it, and Cuba's cause is ours—
This is the way we see it. 'Gainst Spain and all the powers,
Cuba fights for freedom; we fight to wipe the stain
From freedom's starry banner. We must avenge the Maine.

THE BLUE AND THE GRAY.

About Cuba and Spain and the battleship Maine
The Blue and the Gray have a word to say plain.
They would settle with dollars for the ship that's gone;
But for American seamen, never a one
Can be paid for in gold, who, in sleep or in pain,
Went down to his death in the hold of the Maine.
Dollars won't pay for American tars,
Betrayed to their death 'neath the Stripes and the Stars.
It is better to fight for honor and right
And the old flag's glory with the old flag's might
Than suffer the stain of the torpedoed Maine
And her crew sent to death, trusting, but slain
By the assassin hand of treacherous Spain.

SPIRIT OF SEVENTY-SIX.

Outfurl the flag, that good old flag our fathers nobly bore;
Throw to the breeze its star-lit folds, unsullied as of yore,
From hill and house-top let it float, from ship and vale and plain,
From Northern lake to Southern gulf, from Alaska to Maine;
And let each patriot voice proclaim on freedom's favored spot
That good old flag for aye shall wave, its foes shall harm it not.

It floated fair on every field from Brandywine to Yorktown,
Where proud Cornwallis had to yield to freedom's noblest son.
Its stars speak all of glories won, its blue of Heaven—its birth,
Its stripes—thirteen in unison, the noblest band on earth.
Its beauteous folds, so crimson-dyed, remind of patriots' blood.
Its white proclaims our pure intent for freedom's cause and good.

SONS OF VETERANS AND OF THE REVOLUTION.

As we love the memory of our sires,
So love we the glory of the flag they bore;
So build we again the old camp fires
And bear up the flag, as our fathers of yore.
Our sires dwelt not on the cost of the fight,
They only asked this "Is our cause in the right?"
We'll resent this affront—all bargains disdain.
Sigsbee's men we'll avenge and his noble ship Maine.

Hughes, William E., lawyer and financier, was born March 15, 1840, in Morgan County, Illinois, son of John and Eliza (Rutherford) Hughes. After obtaining the rudiments of an education in his native town, including a partial course at Illinois College, he began the study of law in a law office at Jacksonville, Illinois. Before completing his preparations for the bar he went to Texas, and was living in that State when the Civil War began. His sympathies were enlisted with the Southern cause at the outbreak of hostilities, and he joined the Confederate Army as a private soldier, becoming a member of the First Texas Artillery. He served throughout the war, winning successive promotions by his bravery and gallant conduct, and at the close of the war held the rank of colonel. After the cessation of hostilities he completed his preparations for the bar, was admitted to practice and opened a law office at Weatherford, Texas. In 1873 he removed from the town of Weatherford, where he had practiced previous to that time, to Dallas, Texas, and became prominent as a financier, as well as in the practice of law, in that city. He organized the City Bank, of Dallas, and was shortly afterward elected president of that institution, a position which he filled for five years thereafter. In 1880 he removed to St. Louis, but still continued to be largely interested in financial and other affairs in Dallas, and was president of the National Exchange Bank of that city from 1883 to 1887. In the meantime he turned his attention to the active practice of law in this city, and had taken a prominent position at the bar, and at the same time had become identified with various business interests in which St. Louis men were his associates. He was made president of the Continental Land & Cattle Company in 1881, that being a corporation composed mainly of St. Louis capitalists, and having its chief offices in this city, but owning ranches in Texas and Montana. Capitalized at $3,000,000, with $2,500,000 paid up, this is said to be the wealthiest and most successful corporation of its kind in the United States, and its affairs have been admirably managed under the direction of Colonel Hughes. He was afterward president of the Union Trust Company of St. Louis, from which office he voluntarily resigned in 1893, although he is still—1898—a director of that well-known and splendidly managed institution. Still retaining large interests in Dallas, Colonel Hughes divides his time between St. Louis and that city, usually spending the winter months of each year in Dallas. In the years immediately following the Civil War he took an active interest in politics, and in 1870 he represented a Texas district in the State Legislature. In 1867 he was married, at Fort Worth, Texas, to Miss Annie C. Peete who came of an old and influential family of Huntsville, Alabama. The only child born of their union was Eliza Clifton Hughes, now married and living in Denver, Colorado.

Huguenots in the Mississippi Valley.—The Puritans of France, noted for their austere virtues and the singular purity of their lives, very early in the history of the Western world sought to plant colonies in America, not only with a view to disseminating the principles of the reformation, but with

the object also of establishing a refuge for the persecuted Protestants of Europe. Under the direction of Admiral Coligny, the first attempt at founding a colony of this character was made in Brazil about the middle of the sixteenth century. In 1562 a second Huguenot colony sailed for the new world under the leadership of Jean Ribaut. They reached the coast of Florida on the last day of April of that year, and on the day following embarked on the river now known as St. John's, but which they christened the River of May. Proceeding northward, they reached a place near the site of the present city of Beaufort, North Carolina, where they built a fort and garrisoned it with a small party of men, the rest returning to France. The colony which it was thus sought to establish was soon compelled to abandon the fort for lack of the means of subsistence, and in a crazy bark, which they built with their own hands, they crossed the ocean, to be captured by the English off the coast of one of the British Isles. In 1564 a third Huguenot colony came out, under the command of Rene de Laudonniere, who had three vessels filled with men. He also sailed up the St. John's River, and on what is now called St. John's Bluff built Fort Caroline. In 1565 Ribaut re-enforced these colonists with a considerable party, and the founding of a permanent and prosperous colony of Huguenots in the Mississippi Valley seemed assured. Scarcely had they begun the work of expanding the colony, however, when news of their enterprise reached Spain, and it was at once determined by the Spanish government that no foreigners, and especially no heretics, could be tolerated on Spanish-American soil. To enforce this conclusion Pedro Menendez sailed from Cadiz June 29, 1565, with a fleet of thirty-four vessels and nearly three thousand men. He found the French flag flying at the mouth of St John's River, and in response to the inquiry as to who he was and what his purpose might be, shouted back: "I am Pedro Menendez, general of the fleet of the King of Spain, Don Philip II, who have come to this country to hang and behead all Lutherans whom I shall find by land or sea, according to instructions from my King." This was the announcement of his purpose to a small French fleet, which lay at the mouth of St. John's River, and which at once made haste to escape his fury. A little time later he led a force of 500 men against Fort Caroline, captured the fort and put its entire garrison to the sword. One hundred and forty-two persons were thus slain, and other Huguenot immigrants, who arrived from time to time thereafter, ignorant of the fate of the colonists at Fort Caroline, were, without exception, put to death. In this way the cruel and bloody Spanish commander exterminated, root and branch, the first Huguenot colony established in the Mississippi Valley. This atrocious butchery of Frenchmen was avenged by Dominique de Gourges, who, in 1568, fitted out a private expedition, with which he came to America, successfully assaulted the two forts which the Spanish had established to guard the St. John's River, and slew the garrisons of those forts. De Gourges accomplished this by forming an alliance with the Indians, who had quickly learned to hate their hard masters, the Spaniards.

Humane Society of Missouri, for the prevention of cruelty to children and animals, was organized January 3, 1870, but after an existence of a few years became dormant, and was reorganized May 1, 1881, since which time it has been an active factor in removing from cruelty and suffering, children and animals. On the 28th day of May, 1884, the society was incorporated as a benevolent society, and in 1892 an addition to its charter was made, permitting it to bring within its scope of work cruelty to children. The first articles of incorporation stated that the objects of the society were to aid in preventing cruelty to animals and to promote humane sentiment among all classes, to which was added by the amended charter the prevention of cruelty to children and the right of the society to become guardian for waifs. Many of the best citizens of St. Louis have been members of the society, and among the presidents were George Partridge, Edwin Harrison, J. Cliff Richardson, Charles Parsons and George D. Barnard. Dr. T. Griswold Comstock has, since the reorganization of the society, been Chairman of the Executive Committee. The work of this society can scarcely be told in any statistical record, although thousands of revolting cases of cruelty have come under its notice and been remedied. Many cruelties to children have been prevented and over five hundred children cared for in the five years' work of the society in that branch. The revolting cruelties that made the society a neces-

sity did not save it from the enmity of some, the ridicule of others, and the indifference of the masses. But the founders were constant and confident, knowing that their appeal was to the humanity of the race and that they who champion the cause of the helpless and weak can fail only when they voluntarily abandon the work. And so, from year to year, the society has gone forward, gradually and surely making its way in popular esteem, thus increasing its opportunities and power for good, until it is now one of the acknowledged and highly favored institutions of the city.

Humanity Club had its origin in the mind of Lizabeth H. Noble (Mrs. John W. Noble) in the autumn of 1893. The general desire for beneficence was then brought to a focus through her attention being called by Susan V. Beeson to the report of some abuses in the hold-over system of St. Louis. She resolved at once to call upon her friends to aid in finding out what was wrong and to use their influence toward having it righted. She believed that women are not exempt from civic duties by the fact that they have no political power. Indeed, this may well be of value to the work, as no partisanship can enter into the aims of such an organization. Social evolution has reached the point where the ideal is not justice, but the welfare of humanity, and hence woman's place in public life is necessary and logical, for in her is the spirit of motherhood toward the whole race.

Hearty response was given to Mrs. Noble's call, and the club, organized under its present name, adopted the motto of "Nothing human is alien to me." This, later, was inscribed upon the club stamp, which shows a shield bearing the club name and motto, and the device of a winged world. From the first the idea prevailed that the efforts of the club should not be confined to any single place, but embraced all the departments for charity and correction belonging to the city. The standard of judgment was that no person should be worse on leaving a public institution for having been there. This seems to be a self-evident standard, for, while most of the places are not reformatories, every one would agree that the criminal should no more be demoralized by his method of punishment than the insane or the pauper should be oppressed under the guise of care. The sound public sense of justice and decency would uphold any organization looking to this end. The club was divided into committees, each one of which had a department relegated to its care for investigation and report. Every city institution is continuously visited, and one is selected as the object of concentrated effort each year, those already in hand being firmly held meanwhile. The first field was the jail and hold-over, and after the facts had been investigated, a memorial to the mayor was drawn up, in which remedies were suggested for the evils found. The mayor, Mr. C. P. Walbridge, and the president of the council, Mr. Charles Nagel, always willing to forward any good movement, encouraged the club in its efforts. One of the chief changes advocated was in regard to the insane and delirious, taken up on the street or elsewhere, who were confined in the hold-over until the health officer could examine them. The cells set apart for them were dark, utterly bare, and opposite those used for drunkards. Here they were kept for a few hours or several days. The committee was told repeatedly that however slightly demented the unfortunates were on entering, they never left save as raving maniacs. An ordinance, changing the law so that such persons should be taken direct to the City Hospital for observation, was drawn up at the request of the club, and pushed through the municipal assembly successfully. Now there are frequently ten or twelve persons under observation at the hospital, where they receive intelligent attention and are often sent away as sane after a short detention. In the jail, the women at that time were not only cooped up in small cells, three or four in each, overlooking the rotunda, where the male prisoners were exercised twice daily, but they were allowed no exercise, were in the sole charge of men, and were often put in the dungeon, sometimes for eighteen hours, once at least for the horrifying period of three weeks. Where there are women confined, there should be a woman in charge, is one of the plain principles enunciated by the club. It has been carried into effect gradually at the jail; first, by getting a law passed authorizing a day woman guard, later, one authorizing a night guard, and quite recently by causing these laws to be obeyed, so that now all the women are under the care of a woman guard continuously all the twenty-four hours. This was not accomplished save by persistent determination, with the aid of the press, and in spite of much opposition. The

result proved, however, that the club's reliance on a deep-seated sense of fairness in the majority of legislators and in the mind of the people at large was a secure foundation. New day quarters, airy and sunny, were built for the women, and a bathroom and out-of-door exercise ground were provided. With a woman guard present, no abuses were allowed, and she maintains discipline continuously, so that punishment is less often needed and less severe when given. Of course, no adequate classification is possible so long as men and women are where they can see and hear each other, and where those possibly innocent and those adjudged guilty are confined together, even in the same cell. This is true of men, as well as of women and children also. The more decent of those under arrest are without protection from those hardened in crime, used to filth and often diseased. Great improvements might be made even with the present wretched conditions. The House of Refuge was next undertaken. Here criminals, vagrants and those simply thrown upon the city for support were mixed up together and still are, though some measure of classification has now been adopted. The club arranged with several charitable institutions of different religious denominations to take, free of charge, any unoffending children without support, but this has not proved practicable, as parents or guardians prefer the House of Refuge. Two of the members of the club were appointed by the mayor, members of the board of managers of this institution, and under their supervision, with the aid of their colleagues, there have been provided greater cleanliness, improvement of dormitories, a woman teacher, a trained nurse, a kindergarten and a training school for girls in domestic work. The Woman's ("Female") Hospital was next taken up. Here and at the Insane Asylum the club was instrumental in getting good superintendents appointed when the quadrennial change was made; also in helping to put through bills providing a supervisor of nurses, a trained nurse in each department and a separate lying-in ward. This latter cost endless efforts, and when finally completed was so badly built that it was adjudged unsafe and has stood unoccupied, therefore, many months, with a badly overcrowded hospital alongside. The Workhouse came next on the programme. The first object was to get women guards in charge of women sentenced there. The bill introduced into the municipal assembly to accomplish this was defeated once, but the club does not give up easily, and when reintroduced, the bill was supported by incessant efforts and finally became a law. The mayor appointed the candidates recommended by the club, and they were installed early in 1897. No small part of the club's work is in selecting suitable women for these new and trying occupations. They have to meet many prejudices working against them, as well as to do the work adequately, and the first trial has not always been successful; but the mayor, Mr. Walbridge, constantly supported the club, and while he was in office the reforms instituted by it were left largely in its hands to carry out. The City Hospital and the Poorhouse are frequently visited by the club's committees, but owing to the fact that the whole hospital system, including the Poorhouse, where there are more insanes than paupers, was given over for four years to a hospital commission, created especially to construct it, the club has made little effort in regard to them, except in minor matters. The Insane Asylum is well built and admirably conducted, and is justly a pride to the city. The Poorhouse is also well and humanely conducted.

There is no limit to the scope of the Humanity Club save such as is set from time to time by expediency and tact. Perhaps the chief object the club has gained is in establishing itself as a recognized body, which the public knows and officials have acknowledged to be disinterested and earnest in its aims and whose judgment is considered worthy of attention. The efficient co-operation of a mayor desirous of having the city benefit by the efforts of the club, and the assistance of the majority of the municipal assembly have been incalculable aids to its work, but it relies chiefly, as all good work must, on the fundamental integrity of public opinion. It is in voicing this and in thus convincing those who have the power that it should be used in the right direction that the club's reason for being lies. Mrs. Noble, the first president, died soon after founding the club, and it was continued with increased activity as a memorial to her undying public spirit. Mrs. E. C. Cushman succeeded her, Miss Beeson and Mrs. Henry C. Pierce were made vice-presidents, and Miss Leonora B. Halsted, secretary and treasurer. At the end of two years these officers were unanimously re-elected, but Mrs. Pierce re-

signing, Mrs. Edwin Harrison was made vice-president in her stead. The chairmen of committees have changed from time to time; among those who have rendered efficient services in that capacity, are Mrs. John A. Allen, Mrs. Dwight Tredway, Mrs. Henry Eliot, Mrs. Anthony H. Blaisdell and Mrs. Hugh McKittrick. LEONORA B. HALSTED.

Humboldt Medical College.—This institution was organized as a German Medical College in 1859 under the name of "Humboldt Institut Oder Deutsche." Its founder was Dr. Adam Hammer, and two classes were graduated before the Civil War. Its sessions were then discontinued until 1866, when the institution was reorganized and the first faculty was composed of the following named physicians: Dr. F. G. Bernays, Dr. G. Bernays, Dr. D. Goebel, Dr. Adam Hammer, Dr. F. W. Hauck, Dr. T. C. Hilgard, Dr. C. Roesch and Dr. E. Schmidt. The first course of lectures was given during the winter of 1866-7, and the ambition of the promoters of this enterprise was to make Humboldt Medical College an institution which would compare favorably with the far-famed medical institutions of Germany. In their prospectus the faculty announced the purpose of having a longer term than any other medical college in the country, of arranging a graded course and of affording facilities for instruction in the different specialties. The building occupied by the college stood on the lot fronting the City Hospital, on the south side of Soulard Street, and was admirably adapted to its purpose. After the reopening in 1866 the institution gave promise of success and graduated some physicians who have since become eminent in their profession, but it failed to meet the expectations of their promoters, and in 1869 most of the members of the faculty resigned and the existence of the college terminated with the end of its third course of lectures.

Humorists.—Among the humorous writers of the St. Louis press, some of whom have achieved national fame, may be recorded quite a number. The columns of the "Reveille" and "Organ" were enlivened by the sprightly writings of J. S. Robb, which were afterward collected and published in book form. Sol Smith was an almost constant writer of grotesque sketches for the same papers. Lieutenant Derby, "John Phoenix," contributed mirthful articles during frequent visits to St. Louis when on furlough. Samuel L. Clemens first used the pseudonym of "Mark Twain" in letters printed in the "river" columns. Jacob L. Bowman, "Hans Patrick Le Connor," convulsed the town in the Sunday papers. As a wit, scarcely less than as a poet, Eugene Field was widely known. Thomas Mason, "I. X. Peck," was another funny writer. Phil Ferguson, "Jenks;" Captain Carter, "Commodore Rollingpin," and Louis Willich, are others belonging to the category. Mr. Willich published a German comic weekly called "Laterne." "Die Vehme" was a venture on a more elaborate plan by Joseph Keppler, who afterward successfully established "Puck" in New York. As a cartoonist he ranked with Nast, though his forte was humor, rather than sarcasm.

Hungary Saengerbund.—See "Music in St. Louis."

Hunters and Trappers.—More than three-quarters of the male adults of early St. Louis were hunters. Some followed the chase the year round; others were engaged in it only a part of the time. The prospective profits of hunting founded, and the actual profits sustained, St. Louis. No class of its residents more actively contributed to the growth of the trading post than the hunters and trappers. Without the services of these hardy pioneers, St. Louis could, at best, have attained only a tardy prosperity. It is quite probable that, without their assistance, the feeble life of the new-born settlement would have been terminated by an early death. The hunters furnished the peltry which, in the beginning, was almost the sole commodity in which St. Louis dealt. They supplied the furs which the boatmen transported. To the services of these complementary factors, the commercial prosperity of St. Louis owes its first impulses. Spending months at a time in the forests, sleeping in the open air, exposed day and night to every inclemency of the weather, living on the precarious supplies which the rifle provided and subject to dangers, deprivations and hardships of every kind, the hunters and trappers became almost as hardy as the animals they pursued. By their tact and facility of adaptation they always preserved friendly relations with the Indians. They partially adopted the Indian style of dress and manner of living.

Many had Indian wives and sweethearts. Fair dealing and a careful avoidance of every just cause of offense won the confidence of the Indians. The genial good nature of the French and their easy conformity with the aboriginal customs were more than the fortunate accidents of a happy organization. They were qualities which were, at that time, of historic importance. Without the conciliation which such dispositions effected, an extensive trade with the Indians would have been impossible. Amity and peace were the essential conditions of mercantile success. An austere race, haughtily disregarding the traditions and tastes of the savages, would have provoked hostilities and prevented the possibility of commercial intercourse. The effect of national character upon public policy is conspicuously shown by the examples of France and England. The French were wont to conciliate their foreign subjects by personal kindness; the English were accustomed to hold theirs by the strong arm of military power. The two systems of treatment produced their natural effect upon the Indians. With a few exceptions, attributable chiefly to bribery and intrigue, the savages were friendly to the French and hostile to the English. The Indian trade, which French suavity won, fostered the growth of early St. Louis.

The garb of the hunters was picturesque. It combined the styles of civilized and savage life in proportions which varied according to the tastes and needs of the wearers. The description which tradition has transmitted depicts the various fashions which prevailed in different sections of the West. As it portrays the combined peculiarities of a vast region, its detail is not wholly applicable to any one locality. The garb here described is a representative type, rather than the exact dress of the St. Louis hunter. In the summer the hunter usually wore a light handkerchief on the head. It served as a protection against heat and insects. Adjusted in the style of a turban, and rich in gaiety of color, it formed an attractive head-dress. In winter the head was covered with a fur cap or heavy woolen hood. The hood was generally attached to the blanket cloak, which was used as an overcoat. In the warm season a light, loose shirt of coarse cotton, linen, or linsey was worn. The trousers were commonly made of buckskin, but sometimes the material was domestic linsey or tow-linen. They were cut so as to fit closely. Occasionally, instead of trousers, breeches and long deerskin leggings were worn. In this case the thighs and hips were bare. A leathern belt encircled the waist and buckled behind. The cloth which was folded around the loins was held in place by the girdle. The hanging ends were often gaily embroidered. A hunting shirt, with a large cape and loose sleeves, reached nearly to the knees. For winter use this frock was often made of dressed deerskin. The edge of the cape, the bottom of the skirt, and the shoulder and wrist bands of the sleeves were adorned with colored tassels and fringes. The shirt opened in front like a coat, and was made so large as to lap at least a foot across the breast. The folds of the bosom served the purpose of a pocket. In this capacious receptacle were carried the food and other indispensable articles of a hunter's outfit. The equipment always included slices of game, wads for the rifle, an awl and strips of buckskin for the repair of torn moccasins. In the neighborhood of settlements it was possible for the hunter to procure dried meat and cornbread, but the available supply was limited to the capacity of the folds of the frock. This food the hunter carried with him in the chase. When it was exhausted and when the fare which the rifle purveyed, became distasteful, the woodranger went for a fresh supply to an Indian village, or returned to the stock which had been deposited in a temporary hovel, erected as a shelter from storms, and a storehouse for provisions and peltries. But many hunters exclusively depended for a subsistence upon the catering of their rifles. The moccasin was made of a single piece of heavy dressed buckskin. A plain seam ran from the heel to the ankle, but the upper part, from the toes to the instep, was gathered. The shoe-thread was the sinews of deer, or strings cut out of buckskin. For winter service, the top of the moccasin was made with long folds, which wrapped around the ankle. In cold weather the shoes were lined with wool or deer hair. The hunter never set out on a trip without an ample supply of material for mending his moccasins. The flaps, or insteps, were sometimes embellished with beaded embroidery. In cold weather the hunter wore a hooded cloak made of heavy blanketing. It was called a capote. The belt, which held the powder-horn and shot-bag, passed across from the left shoulder to the right side. The hunter's outfit was

never complete without a hatchet and a strong knife. These were carried in leathern cases attached to the girdle. Some rangers, when their hunting grounds were far from Indian villages, were accustomed to build a rude hut, in which they stored provisions and the skins of the animals which they captured. The frequency of their return to their headquarters depended upon their success with the rifle and the trap. They were occasionally absent for weeks at a time. If game was abundant the hut would be retained throughout the hunting season, otherwise another shelter was erected in wilds where the trophies of the chase were richer. The hunters were brave adventurers; no dangers or hardships daunted the spirit of these intrepid pioneers. Traversing the vast solitudes of the wilderness and penetrating the fastnesses of the Rocky Mountains, they were the first to make known to civilization the physical features of the far West. The enterprise of hunters anticipated the explorations of the government. Lewis and Clark were not the first to unlock the gates of the mountains. Indeed, the early expeditions which the government sent to explore the far West owed much of their success to the co-operation and practical guidance of huntsmen. James Pursley was a typical hunter. Animated with a spirit of daring adventure, he set out on a hunting excursion, and, after roaming over the plains for three years, finally, in 1802, reached Santa Fe. To him has been ascribed the honor of being the first American that ever made this journey. In the service of the fur companies, or in the independent pursuit of game, the hunters traced the great Western rivers to their sources, traversed the basin between the Rocky and Sierra Nevada ranges, and ultimately crossed the continent. Their camping grounds were chosen with a keen appreciation of local advantages. The spots which their trained judgment selected often became the sites of prosperous villages. Their choice of a situation was of itself a strong presumptive evidence of its excellence. The valuable consignments of furs which they annually sent to St. Louis were the sources of its commercial success. For the tact and just dealing with which they maintained friendly relations with the Indians, for the contributions which they made to physical knowledge, and for the services which they rendered in the extension of trade, the Western hunters deserve a tribute of historic praise. St. Louis, which owes so much to their adventurous hardihood, will ever cherish a spirit of gratitude toward the humble founders of its early prosperity.

PROFESSOR S. WATERHOUSE.

Hunt's Expedition.—An account of the unfortunate expedition of Wilson P. Hunt, in 1810, belongs properly to the history of St. Louis, because, although conceived in New York, and started in Montreal, it had its second and final starting from St. Louis, and the person who commanded it had been a citizen of St. Louis before the expedition and was a citizen afterward. The affair grew out of the great enterprise of John Jacob Astor, of New York, to establish a post on the Pacific coast as the center of a vast fur trade in the Columbia River region, which he proposed to build up in imitation of what the Hudson Bay Company and the Northwest Fur Company of Montreal had done and were doing in the country further north, and in the whole of British America. Mr. Astor knew that the fur trade was a mine of wealth, and he was anxious to embark in it. President Jefferson, to whom he presented his scheme, approved and encouraged it, and promised for it the favor and protection of the government. The inauguration of the enterprise consisted of two parts, the dispatch of a ship from New York round Cape Horn to the mouth of the Columbia River, with a body of men and a supply of Indian goods; and the sending of an expedition from St. Louis across the country to meet it at the point of destination. It was a noble scheme, and worthy of the great trader who planned it, and if its history proved a succession of blunders, mishaps and disasters, it was not his fault. The ship chosen for the ocean part of the enterprise was the "Tonquin," a good vessel of two hundred and ninety tons burden, which sailed from New York on the 8th of September, 1810, armed with ten guns, carrying a crew of twenty men and having on board four of Mr. Astor's partners in the American Fur Company, twelve clerks, several of whom were Canadians, familiar with the fur trade, several artisans and thirteen Canadian voyageurs for service in such expeditions by water as might be found necessary after establishing the post. On the 22d of March following, after a short stay at the Sandwich Islands, the vessel arrived at the mouth of the Columbia; on the 12th of April a landing was effected and the post of Astoria was established. The subsequent history of

the "Tonquin" is a tragic one. After remaining at Astoria for two months she sailed up the coast to gather furs and peltries from the Indians, but at the first landing she made, on the coast of Vancouver, her captain provoked the hostility of the Indians in some trading arrangements, and the savages treacherously murdered him and the greater part of the crew. Mr. Lewis, the ship's clerk, after being mortally wounded, managed to reach the magazine, to which he applied a match, and the ship, with more than a hundred Indians on her, was blown to pieces.

The land expedition was entrusted to Wilson P. Hunt, of New Jersey, one of the partners in the company, who had been engaged in the Indian trade at St. Louis, with Donald McKenzie, another partner, as lieutenant. In July, 1810, two months before the sailing of the "Tonquin," they repaired to Montreal, Canada, and there secured an outfit for the expedition, a large birch-bark canoe between thirty and forty feet long and several feet wide, with a capacity of four tons, and along with it a company of Canadian voyageurs. A supply of ammunition, provisions and Indian goods was purchased, and with everything in good order they started up the Ottawa River and made their way by the ancient route of the fur traders along a succession of small lakes and rivers to Michilimacinac, now called Mackinaw. Here Mr. Hunt remained for a time to complete his assortment of Indian goods and to engage additional voyageurs, the journey from Montreal having shown that those who started out with him were inefficient and unreliable. It was not until near the middle of August that he left Mackinaw, coming by Green Bay, Fox and Wisconsin Rivers to Prairie du Chien, and from there down the Mississippi to St. Louis, where he arrived on the 3d of September. Here it was necessary to engage additional men, and in this task Mr. Hunt made the mistake of provoking the opposition of the St. Louis traders by enlisting in his service persons who were in the retinue of the Missouri Fur Company. All arrangements being completed, the expedition departed October 21st from St. Louis in three boats, two barges and a keel-boat. On the 16th of November they reached the mouth of the Nodaway River, and as game was abundant, they went into camp. Two days afterward the river was closed by ice and they resolved to make their camp winter quarters. Mr. Hunt returned to St. Louis to procure additional hunters, and secure a Sioux interpreter. He arrived at St. Louis on the 20th of January. The Missouri Fur Company was preparing to send out an expedition under Manuel Lisa, a resolute and enterprising member, to look for Mr. Henry, who had been forced, by the hostility of the Blackfeet tribe, to abandon his fort on the upper Missouri, and of whom no tidings could be obtained; and as Mr. Hunt was acting in the domain of the American Fur Company, wisdom would have dictated, if not a union of interests with them, at least a punctilious avoidance of anything they could complain of. On his first arrival at St. Louis he had persuaded into his employ some of the Canadians and others who were accustomed to the service of the Missouri Fur Company, and now, on his second visit, he went further, and enticed away Pierre Dorion, a half-breed, to act as interpreter, who was attached to the Missouri Fur Company in that capacity. When he was about ready to start back to the camp on the Nodaway with his additional employes, Mr. Hunt was surprised by the sudden appearance in St. Louis of five of his hunters from Nodaway, who gave as an explanation of their desertion that they had been badly treated by those in command. Their statements discouraged the new hunters who had taken service under Mr. Hunt, and, in spite of all his persuasions and expostulations, they, too, abandoned him. Only one hunter remained with him, and, at the last moment, Pierre Dorion refused to go until it was agreed that his squaw and two children should go along too. Finally, however, his additional arrangements were completed, and Mr. Hunt started on his return to the camp, accompanied by two Englishmen, Mr. John Bradbury, who had been sent out by the Linnaean Society of Liverpool to make a collection of American plants, and Mr. Nutall, a botanist, traveler and author. On the 17th of April the party reached the camp on the Nodaway, and, after a little waiting for the rains to subside, took up their journey, thus inauspiciously begun, and destined to a more unfortunate ending. There were nearly sixty persons in the expedition, five of them partners, one clerk, forty Canadians, several hunters, and the two English guests, all embarked in four boats, one of them mounting a swivel and two howitzers. On the 2d of May, shortly after passing the mouth of the Platte,

two of the hunters announced their determination to abandon the expedition, and, in spite of all that could be said to dissuade them, they stalked off. Their loss was regarded as a great misfortune, for the party was approaching the Sioux country, where their assistance might be needed. However, two weeks later this loss found something like a compensation in the acquisition of two additional men, Benjamin Jones and Alexander Carson, who were met descending the river in a canoe. They had been hunting and trapping on the upper Missouri, and were now on their way back to the settlements, but were easily persuaded to join the expedition. A few days afterward three hunters were met descending the river in canoes. They had been associated with Captain Henry, and after passing several years in the wilderness, were on their return to the homes they had left in Kentucky; but they gladly accepted Mr. Hunt's invitation and cast in their lots with the expedition. On the 3d of June they were overtaken by the expedition sent out from St. Louis by the Missouri Fur Company to look after Captain Henry. It consisted of a barge, mounting a swivel, rowed by twenty oarsmen, and five other employes, the whole in charge of Manuel Lisa, who was accompanied by his friend, the pioneer author, Henry M. Brackinridge. The meeting between the two parties was anything but cordial, for there was ill-feeling between a man named McClellan, of the Hunt party, and Lisa; and Lisa still resented Hunt's unprofessional act of enticing away his Sioux interpreter, Dorion. Indeed, the two parties had not traveled together three days before a quarrel occurred between Lisa and Dorion, followed by one between Lisa and Hunt, which, but for the interference of the two authors, Brackinridge and Bradbury, who acted as peace-makers, would have ended in bloodshed. From this time the two expeditions kept the width of the river between them, each taking its own side. The ill-feeling was partially dissipated a short time afterward, however, when the two expeditions reached the village of the Arrickarees, from whom Mr. Hunt expected trouble; for, when in the general council between the whites and the Indians, Lisa, who knew the Arrickarees well, and had great influence with them, told them that the Hunt party were his friends and must be permitted to pass through the country unmolested, as he would make their cause his own, the Hunt party could not but appreciate this manly and chivalrous spirit, and matters between the two expeditions from this time went on harmoniously. The Arrickaree village was the point at which Mr. Hunt had determined to abandon the river and make his journey across the country, and to facilitate this purpose, Lisa offered to take his boats, which he no longer needed, and supply him with horses, which he did need, the horses to be obtained from the nearest fort, in the Mandan country, belonging to the Missouri Fur Company. This was not only a very profitable bargain and a most valuable advantage to Mr. Hunt, but an act of good will on the part of Lisa which proved that so far from being hostile to the Hunt expedition, he was ready to assist and further it in the true Western spirit. On the 18th of July the expedition, consisting now of a cavalcade of eighty-two horses, most of them heavily laden with Indian goods, ammunition, beaver traps, corn, meal and other necessaries, left the Arrickaree village and took their way toward the still far distant Pacific, in a march that was destined to be fruitful only of trials, hardships and disaster. The guide was Edward Rose, who had lived among the Crow tribe and married a Crow squaw. He turned out to be faithless, a better friend to the thieving Crows than to the whites, and had to be constantly watched to prevent him from betraying the whole party. Journeying westward and encountering at times bands of Indians of various tribes, against whom they were compelled to be on their guard, they came, on the 24th of September, to a small stream, flowing west, which proved to be an affluent of the Columbia; and now they thought they had nothing to do but to construct canoes and entrust them with their goods to a current that would bear them peacefully to the point of their destination. But an exploring party, sent out to examine the stream, returned with the report that it was unnavigable and dangerous, and the floating scheme had to be abandoned. They pursued their journey on foot, therefore, and on the 8th of October arrived at several deserted log huts, which proved to be a post of the Missouri Fur Company that had been occupied by Captain Henry and abandoned. Two weeks before, Mr. Hunt had detached four trappers to pursue their vocation on the headwaters of the Columbia, and now another small detach-

ment of hunters and trappers was left behind to occupy the deserted post, Mr. Miller, one of the partners of the company, resolving to take his chances with them in spite of all that Mr. Hunt could do to dissuade him. As the stream at this point was wide and deep, the party decided to entrust themselves to its current, and on the 18th of October embarked in fifteen canoes, which they had constructed. On the 28th, in passing a rapids, one of the boats was wrecked, and Antoine Clappine, the steersman, drowned. Next day two more canoes were lost, together with the weapons and effects of the four men in it. Hardships and privations were now encountered, two of the party, Crooks and LeClerc, became so sick and weak that Mr. Hunt had to travel slowly for fear of exhausting them, and the other members of the party, growing impatient at the delay, left him and pushed forward on their own account, leaving Mr. Hunt with only five men to bear him company. There was no game in the country through which they were traveling, and they were on the point of starving when they came unexpectedly upon a Shoshone lodge with several horses grazing round it. These they captured, without leave or license, and killed one on the spot and devoured it. In an attempt to cross a stream another man, Jean Baptiste Prevost, was drowned. On the 29th of December the squaw of Pierre Dorion, the only female in the party, was brought to confinement, and gave birth to a child amid the bleak surroundings of midwinter in a wild and inhospitable land, where there were no comforts and not even a sufficient supply of food. The child lived only a week. Shortly afterward, at the end of a painful and difficult journey over a mountain pass, where the snow was knee-deep and sometimes up to their waists, they emerged into a beautiful region, where were thirty-four Indian lodges, round which two thousand horses were grazing in rich pastures. Provisions were now to be had in abundance, and the party remained in this inviting region for several days, until the sick were recovered and all refreshed and rested. On the 21st of January the eyes of the travelers were gladdened with a viw of the Columbia River, after two hundred and forty miles of toilsome marching through wintry wastes and rugged mountains after leaving Snake River, and six months after their separation from the Lisa expedition at the Arrickaree village on the east of the mountains. Their entire route by land and water from the Arrickaree village had been, according to their reckoning, seventeen hundred and fifty-one miles, and it had been an experience of toil, uncertainty, disappointment and disaster, in which their spirit was broken, and they were brought, at times, to the verge of despair. Ten days after their first sight of the Columbia they arrived at the falls. The party were weary of land traveling, and gladly took the canoes, which were borne peacefully on the bosom of the great river to the west, and on the 15th of February, 1812, as they swept around a point, they came in sight of the long-sought-for object of their eleven months' wanderings, and Astoria stood before them, with its magazines, habitations and picketed bulwarks, overlooking a beautiful bay, in which a shallop was quietly riding at anchor. A shout of delight burst forth from each canoe in the fleet at the sight, they pulled rapidly and joyfully across the bay and were soon on shore, warmly greeted by friends, the first among them being Reed, McClellan, McKenzie and eight Canadians, who had become separated from the expedition at Caldron Linn, in November, and after almost incredible sufferings had succeeded in making their way to Lewis River, where they fell in with a friendly tribe of Indians, who ministered to their necessities, and from whom they procured two canoes in which they floated down to Astoria, reaching that place haggard, emaciated and in rags, a month before the arrival of Mr. Hunt. The joy that attended the arrival of the Hunt party at Astoria was short-lived. Before arrangements for the prosecution of the fur trade were completed, Astoria was taken possession of by the British and the enterprise broken up, and Mr. Hunt, after various wanderings, returned to St. Louis, where he lived till the day of his death.

D. M. GRISSOM.

Huppert, William Edward, manufacturer, and one of the successful self-made men of St. Louis, was born November 26, 1859, at Bethalto, Madison County, Illinois, son of Jacob and Catherine (Stoehr) Huppert. Until he was eleven years of age he attended the schools of his native town, and, coming then with his parents to Carondelet, completed his preparation for a business career at Jones' Commercial College, of this city. His father had, in the meantime, gone into business in Carondelet, and, after quitting school, the son

W E Huppuch

assisted him for about five years. He then worked a short time for John Krauss, of this city, and a few months at Terre Haute, Indiana, after which he became solicitor and collector for Ganahl, of St. Louis. Later, he accepted a position with the Klausmann brewery, which he served, first as bookkeeper, and then as assistant secretary. On the death of Secretary Rathgeber, of that corporation, he succeeded to the secretaryship and held that position until 1889, when the brewery property passed, by purchase, under the control of the St. Louis Brewing Association.

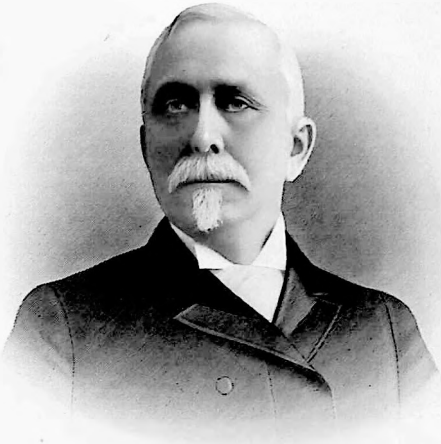
After the transfer of the property to the new corporation, he continued to act as chief clerk and cashier of the Klausmann brewery until 1897, when he was made manager of the plant. Since then a new brew-house, with all modern improvements, and a bottling house, equally well equipped, have been added to this brewing plant, both built under Mr. Huppert's direction and supervision. The business of the brewery has steadily increased under his management, and what he has accomplished in this connection is the best evidence of his broad business capacity and executive ability. In addition to what he has done in the way of helping to build up this important manufacturing enterprise, he has evinced his public spirit and local patriotism by helping to promote numerous other interests in Carondelet. He was one of the organizers and incorporators of the Carondelet Milling Company, and is now a member of its board of directors, and its secretary. He was also for a time secretary of the Krauss Improvement and Investment Company, of which he was an incorporator and part owner, and is a director in the Citizens' Town Mutual Insurance Company. He was active in promoting the organization of the Southern Commercial Savings' Bank, is a director and vice-president of that institution, and has served as a director also of the South End Building and Loan Association. He has been secretary and treasurer of the board of directors of the Carondelet Germania Gymnastic Society, and has been prominent among the residents of that portion of the city in cultivating an interest in athletic and outdoor sports. Becoming identified with the Masonic order in early life, he is a Royal Arch Mason, a member of St. Louis Commandery of Knights Templar, and of Moolah Temple of the ancient order of Nobles of the Mystic Shrine. He also belongs to the order of Knights of Pythias, is a member of the Union Club, and of the Liederkranz Society. January 11, 1881, he married Miss Anna K. Zeiss, daughter of Henry and Sophia Zeiss, the first named a well known and prominent building contractor, who has resided in St. Louis for many years. Their only child is a son, William H. J. Huppert.

Hulbert, George Frederick, physician, was born August 11, 1855, in that portion of Western New York, known throughout the "Empire State" as the "Holland Purchase," or "Holland Patent." His parents were George C. and Jane (Peabody) Hulbert, the first named a native of Connecticut, and the last named born in New York. The earliest representatives of the family to which Mr. Hulbert belonged came to this country from the border land between Scotland and England, between the years 1720 and 1730, and settled in Connecticut. From there Otis L. Hulbert, the grandfather of Dr. Hulbert, removed to New York State about the year 1832. George C. Hulbert, the father of Dr. Hulbert, was a farmer in early life, but later engaged in mercantile pursuits, and came west to Hannibal, Missouri, in 1867. In 1869 he came to St. Louis and was engaged in general life insurance business in this city until his death, which occurred in 1897. Dr. Hulbert's mother came of the old English Peabody family, and his maternal grandfather was Thomas Peabody, who resided in the central part of New York State, and died there at the age of seventy-eight years. Like all the members of the Peabody family, he was a man of exceptionally strong character, and was a relative of George Peabody, the distinguished philanthropist. Dr. Hulbert came to St. Louis in his youth and completed his academic education in the public schools of this city. He then studied medicine at St. Louis Medical College, and served in the United States Marine Hospital, enjoying the advantage of being under the preceptorship of Dr. Wyman, now surgeon-general of the United States Marine Hospital service, at the last named institution. After obtaining his doctor's degree, he entered upon the practice of his profession in this city, and from 1882 to 1887 was superintendent of the St. Louis Female Hospital. During the years 1880 and 1881 he was also surgeon-in-charge of the St. Louis House of Refuge. Early in his career he became

identified with medical educational work, and for a time he was professor of gynecology in St. Louis College of Physicians and Surgeons. Later he was professor of the principles and practice of medicine at Marion-Sims Medical College. He is now president of the board of trustees of St. Louis Woman's Hospital, and is also consulting surgeon of the Missouri Pacific Railroad Hospital, and examining physician for the Fidelity Mutual Life Insurance Company. He is a Presbyterian churchman, holding membership in the First Presbyterian Church, and is a Republican in politics. His connections with fraternal organizations are with the Legion of Honor, and the Royal Arcanum. December 22, 1881, he married Miss Susie Q. Cowan, daughter of James E. Cowan, of St. Louis. Their children are George Frederick Hulbert, Jr., and James Cowan Hulbert.

Hull, William H. S., manufacturer, was born May 15, 1839, in the town of Castleton, Rensselaer County, New York, and died at his home at Tuxedo, a suburb of St. Louis, January 27, 1898. His parents were Harrison and Cornelia (Lasher) Hull, both of whom were natives of New York State. When William H. S. Hull was three years of age his parents removed to New York City, and he attended the public schools of New York from the time he was old enough to enter such schools until he was thirteen years of age. The family then removed to Stuyvesant, New York, and he was in school there until he was sixteen years old. At that age he took a position in a dry goods store in Hudson, and some time later began learning the trade of patternmaker in a stove foundry at Stuyvesant. He was working in this establishment when the Civil War began, and left it to enlist in Company G of the One Hundred and Twenty-eighth New York Infantry Regiment, in which he served with credit until the close of the war. After rendering this patriotic service to his country he returned to his old home when peace was declared, laid aside his soldier's uniform and resumed work in the foundry which he had left to enter the government service. A year or two later he was made foreman, in charge of the entire manufacturing operations of the foundry, and held that position until 1874. In 1877 he came to St. Louis and connected himself with the stove manufacturing works operated by Giles F. Filley, and was employed in that establishment for several months. In the autumn of 1877 he became assistant foreman of the Bridge & Beach Manufacturing Company and held that position several years. He was then promoted to the superintendency of the entire plant, and acted in that capacity until his death. He was a stockholder in the corporation also, accumulated a comfortable fortune, and was known as a sagacious business man as well as a skilled mechanic. In the capacity of superintendent of these works he had charge of a large number of employes, and his relations with them were always of a most agreeable character. All those who were brought into this intimate relationship with him cherished for him a fond regard, and at his death all seemed to feel that they had lost a sincere and valued friend, a feeling which was emphasized by their attendance at his funeral in a body. He was a member of Ransom Post of the Grand Army of the Republic, of the Bridge & Beach Mutual Aid Company, and of the Christian Church of Tuxedo. Mr. Hull was twice married—first in 1867 to Miss Sarah H. Clapp, of Stuyvesant, New York, who died in October of the same year. In 1872 he married Miss Sarah B. Fitch, of Schodack, New York, who comes of an old Knickerbocker family. The only child born of this union was Albertine Hull, now the wife of F. Benton Miller, of the Hayward Business College of St. Louis.

Huse, William L., merchant, was born in Danville, Vermont, March 9, 1835. His father was John Huse, a descendant of one of the early colonists of Massachusetts, who settled at Newburyport about the year 1635. His ancestors in both the paternal and maternal lines were numbered among the Revolutionary patriots who fought to establish the independence of the United States, and his maternal grandfather, Ira Colby, was a participant in the battle of Ticonderoga under Colonel Ethan Allen. When William L. Huse was seven years of age his parents removed to the little city of Chicago, which had then a population of less than five thousand people. There he grew up, obtaining a good English education in the public schools, and fitting himself for commercial pursuits by taking a course in one of the pioneer commercial colleges of that city. When he was seventeen years old he became a clerk in the grocery house of H. G. Loomis, of Chicago,



Wm. L. Dunn.

and had two years of practical training for the business of merchandising in that capacity. He then became connected with the forwarding and commission house of Isaac D. Harmon & Co., of Peru, Illinois, and was given charge of a steamer engaged in the Illinois River trade. That he had a genius for trade, and that he had learned early in life the lessons of industry and economy conducive to thrift and prosperity, is attested by the fact that in 1858 his accumulated earnings enabled him to purchase the boat of which he had charge and enter into the transportation business on his own account. When he was twenty-five years of age he owned three steamers plying on the Illinois River, and a year later he came to St. Louis and organized the firm of Huse, Loomis & Co., which engaged in the ice and transportation business in this city. For nineteen years thereafter this firm continued in existence as at first organized, uniformly successful in its operations and building up a business of large proportions. In the year last named the important interests involved prompted the owners and managers of the business to incorporate it under the name of the Huse & Loomis Ice and Transportation Company, with a capital of $550,000. Of this corporation Mr. Huse became, and still continues to be, president, and he is also the owner of a large portion of its capital stock. The principal feature of its business has been the supplying of ice to the people of St. Louis, and for this purpose vast storage houses have been built by the company at various points on the Illinois and Mississippi Rivers, and the annual harvests of ice are transported to this and other markets in boats owned and operated by the company. At Peru, Illinois, it harvests annually from 75,000 to 100,000 tons of ice, a still larger amount at Alton, and ice crops gathered at Beardstown, Illinois, and Louisiana, Missouri, add largely to the sum total of its yearly product. During the ice-gathering season it employs regularly more than two thousand men, and a small army of persons are furnished employment in connection with this industry during the entire year. Mr. Huse is also president of the Creve Coeur Ice Company, a stockholder and director in the Crystal Plate Glass Company, a stockholder and director in the Peru Plow & Wheel Company, president of the Union Dairy Company, a director of the Boatmen's Bank, and of the St. Louis Trust Company, and a stockholder in various other financial, commercial and manufacturing enterprises. Himself the representative of large business interests, he has at all times kept in touch with the general business interests of the city, and has been conspicuous among the broad-minded and liberal men of affairs, always ready to join heartily in any enterprise calculated to promote the welfare of the city, to develop its resources, extend its trade or add to its prestige. He has served as president of the St. Louis Commercial Club, and has been a conspicuously active member of that influential and useful organization. While a resident of Peru, Illinois, he served as mayor of that city, but has since declined all offers of official preferment. He is, however, a Republican of pronounced views, an earnest believer in the cardinal principles of his party, and a contributor of time, efforts and money to promote its success. His religious affiliations are with the Unitarian Church of the Messiah. Mr. Huse married in 1867 a daughter of Rev. Harvey Brown, of New York City, a well-known Methodist clergyman. Both he and his wife being fond of travel, they have indulged their tastes in this direction largely and have traveled extensively both in this country and in Europe. Aside from his travels, Mr. Huse for a time found his chief recreation in the conduct and management of a fine stock farm at Peru, Illinois, where he has bred and owned some exceptionally fine and fast horses.

Hutchinson, E. Carter, clergyman and educator, was born in Hebron, Tolland County, Connecticut, December 25, 1804, and died in Saratoga, New York, July 27, 1876. His parents were Eleazer Hutchinson and Sarah Talcott, the first named born in Glastonbury, Connecticut, in 1778, and the last named in Hebron, Connecticut, in 1780. The Hutchinson family was planted in New England early in the colonial era, and the immigrant ancestor of Rev. Dr. Hutchinson was one of the early settlers at Boston. Dr. Hutchinson was reared in New England, and completed his scholastic education at Brown University, from which institution he was graduated with high honors. He then studied theology at Princeton Theological Seminary, and after his graduation from that institution entered the ministry of the Presbyterian Church. Thereafter he was in charge of churches, suc-

cessively, at Petersburg, Shepherdstown and Alexandria, Virginia, until the year 1840, when he took orders in the Episcopal Church. He came west the same year in order to accept the presidency of Kemper College, which was offered him about the same time. He was at the head of this old-time institution of learning—founded by the renowned missionary bishop in whose honor it was named—until 1845, and then accepted a call to St. George's Church, of St. Louis, of which he was the first rector. He labored with zeal, earnestness and success in building up this church and advancing the interests of the parish until failing health compelled him to temporarily abandon his ministerial labors. Subsequently he founded Trinity Episcopal Church, of St. Louis, and occupied the rectorship of that church until the close of his ministerial career. He was one of the pioneers of Episcopalianism in Missouri, a man of broad learning and ripe scholarship, and an accomplished pulpit orator. His career in St. Louis covered a period of thirty years, and within that time he did much to promote the welfare of the church and its institutions in the West, and has left the strong impress of his individuality upon its history. Dr. Hutchinson, in 1829, married Lucy Burwell Randolph, at Carter Hall, Clark County, Virginia, and left three surviving children, two sons and a daughter.

Hutchinson, Robert Randolph, banker and financier, was born August 28, 1837, in Petersburg, Virginia, son of Rev. E. Carter Hutchinson, D. D., and Lucy Burwell (Randolph) Hutchinson. His father, who was a descendant of one of the early settlers of the colony of Connecticut, was born in 1804, came to St. Louis in 1841, and was eminent both as clergyman and educator, having been president of Kemper College and founder and first rector of both St. George's Episcopal Church and Trinity Episcopal Church of this city. His mother was born at the famous "Carter Hall," one of the family seats of the noted Carter and Burwell families of the Old Dominion, to which families she was closely related. Coming to St. Louis with his parents when he was four years of age, Robert Randolph Hutchinson grew up in this city and obtained his early education here. He was then sent to the University of Virginia, and later to the University of Berlin, Germany, where he completed his legal education. He was admitted to the bar in St. Louis, but had only begun the practice of his profession when the breaking out of the Civil War changed the course of his life and ultimately made him a banker instead of a lawyer. He was a member of the organization of Missouri Minute Men—the first organization of Southern sympathizers in Missouri—which came into existence in St. Louis in 1860, and aided in raising a company of the Second Infantry Regiment of the Missouri State Guards, which on the 3d of May, 1861, went into camp at Lindell's Grove, in the western suburbs of St. Louis, the encampment becoming known as Camp Jackson. He was serving as first lieutenant of his company at the time of the capture of Camp Jackson, and soon afterward went South to Memphis, Tennessee, where he enlisted in the First Missouri Infantry Regiment, organized in that city by Colonel—afterward General—John S. Bowen, for service in the Confederate States Army. Commissioned a lieutenant at the beginning of his military career, he was soon made adjutant of his regiment and then promoted to captain and assistant adjutant-general of Bowen's Brigade, and later of the division commanded by the same gallant soldier. He was in active service in the field thereafter during the whole period of the Civil War, participating in most of the engagements fought in Mississippi up to the time of the capture of Vicksburg. After the surrender of Vicksburg he was adjutant-general of paroled prisoners at Demopolis, Alabama, until returned to the Confederate service through an exchange of prisoners. In the fall of 1863 he joined the Army of Northern Virginia as assistant adjutant-general of the division commanded by General Robert E. Rodes, which constituted a part of "Stonewall" Jackson's corps. He was promoted to the rank of major, and subsequently to that of lieutenant-colonel, serving continuously in the field and participating in all the battles of the campaign, from the Wilderness to Richmond, until captured at the battle of Cedar Creek, in the valley of Virginia, fought in the fall of 1864. After that he was held as a prisoner of war in the old capitol and at Fort Delaware until June of 1865, when he was released on parole and returned to St. Louis. Under the restrictive provisions of the "Drake Constitution," as it was called, then in force in Missouri, those who had borne arms against the Federal government, or who had sympathized

with, aided or encouraged the Southern Confederacy, were at that time debarred from engaging in the practice of law, medicine or other professions, and hence he was unable to resume his professional labors in this city. This political disability operated to turn him temporarily away from the law, and becoming identified with the banking interests of the city he entered upon a business instead of a professional career. For some years he served as cashier of the Lucas Bank, and later became cashier of the Mechanics' Bank, with which he has ever since been conspicuously identified. In 1897 he succeeded to the presidency of this bank, and the same year was elected president also of the St. Louis Clearing House Association. A connection of more than thirty years with the banking interests of the city has given him a strong hold upon the confidence and esteem of the business public, and he is regarded in commercial and financial circles not only as a capable and sagacious banker, but as a financier of ability in the broader sense of that term. Public enterprises of various kinds have received his substantial assistance and encouragement, and he has interested himself especially in the upbuilding of the Mercantile Library, having served as president of the Library Association. Major Hutchinson married in 1865, three days after his release from prison, Miss Mary Mitchell, daughter of Colonel D. D. Mitchell and a descendant of Major William Christy, one of the distinguished pioneer settlers of St. Louis. The engagement thus carried out had existed during the four years of the war, a period of total separation excepting a visit made in February, 1865, by Miss Mitchell, by special permission of President Lincoln, to her intended husband, who was then a prisoner of war at Fort Delaware.

Huttig, Charles H., manufacturer and banker, was born in Muscatine, Iowa, son of Frederick and Sophia (Schnell) Huttig, both of whom were natives of Germany. He was reared and educated in the prosperous and progressive little city in which he was born, quitting the High School at sixteen years of age to begin his preparation for business pursuits. His early business training was obtained as a bookkeeper in the banking house of Cook, Musser & Co., of Muscatine. At the end of an experience of three years as an employe of this banking house, and before he had attained his majority, he became a stockholder in the Huttig Brothers' Manufacturing Company, of Muscatine, and was made assistant manager of the establishment. Toward the close of the year 1885 he came to St. Louis and established here the Huttig Sash and Door Company, becoming president of the incorporation organized to conduct a business, the nature of which is indicated by the name. This company started with a paid-up capital of $40,000, and eleven years later its capital and surplus amounted to $190,000, the result of accumulated profits. As Mr. Huttig has been at the head of the corporation, acting as president and chief executive officer since its formation, the growth and prosperity of the enterprise reflects upon him the greatest credit and testifies strongly to his superior abilities and high character as a business man. A man of quick perceptions, prompt action and untiring industry, he was not slow in impressing his individuality upon the business interests with which he came in contact, and other enterprises than the one with which he was originally identified have felt the vivifying effects of his connection with them, and have recognized his ability by calling upon him to assume various important responsibilities. After filling the office of vice-president of the Third National Bank for some time he was made president of that well-known and well-managed banking house in the summer of 1897, and still holds that position. He is also a director in the American Central Fire Insurance Company, a director in the St. Louis Safe Deposit and Savings Bank, vice-president of the Western Sash and Door Company, of Kansas City, and has considerable lumber interests in the Northwest. He is a member of the Mercantile Club, of the Noonday Club, and of the Merchants' Exchange, and served during the first three years of its existence as secretary of the Citizens' Smoke Abatement Association. Busy as he has been in the conduct of his private affairs, he has found time to serve the public to a considerable extent, although compelled to decline some of the official positions, or at least some of the nominations for office tendered to him. Consideration of his business interests compelled him some years since to decline a proffered nomination for Congress in the old Eighth Congressional District, but a nomination to the St. Louis school board was accepted in 1891, and his popularity was evidenced by the fact

that he was elected by the largest vote cast at that time. He served as a member of the school board four and a half years, acting as the chairman of the ways and means committee of the board during the last two years of his term of service. His political affiliations have been with the Democratic party since he became a voter, and since divisions have arisen in the party, growing out of financial questions, he has acted with that portion of the party favoring a single monetary standard and opposed to new and dangerous innovations in our financial system. A Protestant in his religious affiliations, he is broadly liberal so far as any inclination toward sectarianism in concerned. He has been a director of the Ethical Culture Society and of the Self-Culture Club, and a liberal contributor to the Humane and Provident Societies and other charitable associations. He is a member also of the order of Knights Templar and other branches of the Masonic fraternity, and of the order of Knights of Pythias. Mr. Huttig was married, in 1892, to Miss Annie E. Musser, daughter of Peter Musser, of Muscatine, Iowa. Her father was one of the pioneers in building up the lumber and milling industry of the upper Mississippi region, and is now one of the largest owners of white pine lands in the country. Mrs. Huttig was educated at Muscatine, Iowa, and at Highland Park Seminary, near Chicago, and is an accomplished lady, well fitted to grace the home of a successful man of affairs.

Hyatt, Frederick, pioneer, was born in Madison County, Kentucky, in 1790, and died in St. Louis in 1870. After obtaining a common school education he came to St. Louis, and was first engaged in flatboating on the river. Later he engaged in farming in the Florissant Valley, and was appointed by Governor McNair a justice of the peace for St. Ferdinand township. He afterward became collector of revenues and taxes for St. Louis County, and still later judge of the county court. He was also a member of the Legislature, serving at different times in both branches. In politics he was an old-school Whig, and for many years was an influential member of that party.

Hyde Park embraces 11.84 acres, and lies between Salisbury Street and Bremen Avenue, and Blair and Twentieth Streets. It was acquired by purchase from Mrs. Ann C. T. Farrar, in 1854, for $36,250. The original tract contained 14.5 acres, which has since been reduced by the widening of contiguous streets. No. 8 Engine House occupies the southeast corner. For several years after its purchase the park was leased as a beer garden, the revenue derived therefrom being applied to its improvement. Political meetings and occasional celebrations were held in the park during the Civil War. At one of the latter a riot took place, and on account of this and other disturbances the leasing arrangement was discontinued. The riot alluded to was brought on by soldiers and ended tragically to innocent parties. It occurred on the 4th of July, 1863, when the celebration of the day, together with a balloon ascension, had been widely advertised. Between 9,000 and 10,000 people were present. There were also present from seventy-five to a hundred convalescent soldiers from the hospital, who had permits to air their patriotism on the occasion. They became quite aggressive, their animosity being directed principally against Southern sympathizers, who wore a peculiar colored ribbon on their hats as a symbol. Informed of this, the soldiers constituting themselves a sort of inquisitorial court, roamed about in bands among the crowd, obliging everyone wearing the obnoxious ribbon to remove it or take the consequences—a smashed hat, or, perhaps, a battered countenance. The emblems very soon disappeared. Near the center of the park was a large mansion, the upper portion having rooms for guests, and the lower story occupied by the bar and restaurant. The soldiers then demolished the bar, destroying and making free with the liquors. Incited by drink they became still more demonstrative and made a raid on the balloon, which was nearly inflated, and tore it into shreds. They then began an attack on the mansion, tearing down doors, window shutters and other fixtures. Meantime a request had been sent to Colonel Almstedt's regiment, then quartered on the opposite side of the western fence of the park, close by, asking for military protection. In response to this request a company marched up to within a few rods of the mansion, formed in line and fired on the crowd surrounding the building. The result was one man killed and six or seven wounded, one dying soon after. In less than ten minutes the park was evacuated, the riotous soldiers

speedily following, not one of whom suffered from the firing, the victims being innocent parties. Upon the city's resuming control of the park the grounds were improved and put in an attractive condition. During the summer seasons musical concerts are given there weekly, and this park has become a pleasant and popular place of resort for the citizens of North St. Louis. The total cost of purchase and improvement up to April, 1896, was $146,246.08.

Hyde, William, was born at Lima, near Rochester, New York, August 27, 1836; died at St. Louis, October 30, 1898. His father was Elisha Hyde, a native of Connecticut, a well educated and accomplished man, who had removed to New York and become a teacher in Genesee College; and his mother was Amanda N. Gregory, of Ithaca, New York. She is still living at Belleville, Illinois, at an advanced age. His great-grandfather on his mother's side, Uriah Gregory, was brevetted colonel at the battle of Saratoga, where Burgoyne was captured, and the sword he won on this field he afterward presented to his son, William R. Gregory, who, during the War of 1812, served on the Canadian border. He was fortunate in both his parents, for both were proficient and accomplished scholars and educators, and it was directly from them that he received an education and training in letters which was singularly accurate and thorough. During his early manhood Mr. Hyde himself showed the bent of his training by teaching for a short time, after an attendance of two years at McKendree College. But this vocation was too tame for him; his active, aggressive spirit, not less than his robust, active body, demanded a less tranquil field of usefulness, and, with the purpose of fitting himself for it, he went to Kentucky and attended the law school of Transylvania University, at Lexington, where Robertson, Marshall and Wickliffe, jurists of renown the country over, were the teachers. When he left the university he had a law practice license signed by Judge Marshall. Although he never entered upon the practice, the instruction he received at Transylvania was worth, in the vocation he did choose and follow, all that it had cost him in time, study and expense; for, while the proficient and successful journalist is expected to know, and should know, no little on all subjects, a severe and accurate discipline in the principles and workings of the law must constitute, in this country, an essential qualification for his tasks. Mr. Hyde conceived a high admiration for Stephen A. Douglas, the famous Democratic champion of Illinois from 1845 to 1860, and his first newspaper writing, published in the Belleville "Tribune," was in support of Douglas' position on the Kansas-Nebraska question. For a time he was editor of the "Tribune," and later of the Sterling (Illinois) "Times." The proprietors of the St. Louis "Republican" discovered his talents for writing, and in 1857 engaged him as Springfield (Illinois) correspondent for that paper during the sitting of the Legislature. This was the beginning of a connection with the "Republican" which was maintained for twenty-eight years. In the fall of 1857 Mr. Nathaniel Paschall, editor of the paper, asked him to take a position as local reporter. He accepted it, and three years later became assistant editor under Mr. Paschall, the most cordial and confidential relations existing between them until the day of Mr. Paschall's death, in 1866, when Mr. Hyde became editor-in-chief. He managed the paper through the five presidential campaigns that followed, and it may be fairly said, so directed its editorial policy and managed its entire course as to largely increase its influence and usefulness—an influence and usefulness which received signal recognition in 1872, when, through the "passive policy," of which he was the author, and the "Republican" the organ, the Democrats of Missouri abstained from State nominations and supported and elected B. Gratz Brown, the "Liberal" Republican candidate, Governor, and by this means overthrew the Republican ascendency which had been maintained for six years. In 1885 he made a visit to Europe, taking his family with him, and shortly after his return was appointed by President Cleveland postmaster of St. Louis—a position whose duties he discharged with the conscientious diligence that marked all his tasks of trust and responsibility, and in a spirit of fairness and liberality that gained for him the respect of his political opponents. The fast mail, which has been of so great advantage to St. Louis and the West, is one of the achievements brought about by his personal efforts. After the expiration of his term of service he went to St. Joseph, and started a daily morning paper called "The Ballot," but the enterprise was not

financially successful. He was next called to Salt Lake City to assume the editorship of the Salt Lake "Herald," and under his guidance the Democratic party of Utah was organized and won its first signal victory. At the close of this ably conducted campaign he resigned the editorship of the "Herald," and returning to St. Louis, accepted a position in the post-office under Postmaster Carlisle, continuing literary work at the same time. It was while holding this place that he fell into the ill health which grew worse until it ended in his death. At the beginning of the year 1897 he was called upon to undertake another work, which, in the nature of things, is destined to live longer than any other labor of his life, and which will well round out his useful and honorable career. At that time he was asked by a well known publishing house to take the position of editor-in-chief of the "Encyclopedia of the History of St. Louis," a work which, it was proposed, should be compiled on the same plan as Appleton's "Encyclopedia," but dealing only with the history of this city and its environments. It was an ambitious project but one which at once commended itself to the practical and experienced journalist. He had never seen the history of a great city put into cyclopedic form, because no such thing had ever been attempted in any American city; but he had sat at his desk many times wishing for just such a work, and he knew that other busy men had felt the same want. The practicability and desirability of putting the local history of St. Louis into this form was evident to him, and realizing that, in the closing years of the first century of its existence as an American city, the time was opportune for the compilation of such a compendium of history, he entered upon the task. The extent of his influence and the strong hold which he had upon the confidence of the people of St. Louis was demonstrated by the fact that within a comparatively short time he had called to his assistance as contributors and advisory editors fully one hundred leading citizens from various walks of life, whose eminent fitness to write on the special topics assigned to them was apparent to everyone having any knowledge of city affairs. The closing weeks of his life witnessed the gathering in and editing of these contributions, the revision of most of his own manuscripts and the practical completion of the laborious task upon which he had entered nearly two years earlier. Mr. Hyde was robust and vigourous both in body and mind, his stalwart and massive frame presenting a fair indication of his character, which was strong, aggressive and unbending, and yet fair, generous and kind. His writing was marked by strength, accuracy and careful reflection. He never used Latin or French phrases, and few persons could use simple Anglo-Saxon words with greater skill and effect. In his young days, when acting as reporter on the "Republican," he was addicted to making sportive and ludicrous combinations of words for the amusement of hearers and readers, but when he became chief editor he lost much of this habit in the serious responsibilities of the position. His friends were accustomed to say that he was absolutely fearless and never blanched before man or condition; and his daring balloon adventure with two companions, on the 1st of July, 1859—when he made a voyage from St. Louis to Jefferson County, New York, passing over Lake Erie and Lake Ontario, in twenty hours—was certainly an illustration of this admirable quality. Those who were intimate with him knew that beneath his strong, robust appearance he was the gentlest of men, and while he was absolutely incorruptible, and savagely intolerant to anyone who approached him with a proposition involving, in the slightest degree, faithlessness to duty or honor, he was patient and considerate to all who fairly claimed his attention, sweet as summer to those whom he numbered as his friends, and warm-hearted and affectionate to the few who were enshrined in his heart. For twenty years he was a leader of the Democracy of the Mississippi Valley, influencing men both by his forcefulness and tact in personal contact, and through the press by his masterly editorials. In those days there was hardly an editor in the United States whose utterances commanded to a greater extent the attention of the public, and being widely copied, they made him known in journalistic and political circles from one end of the country to the other. In politics he was a Warwick, shaping the policies of his party and influencing its nominations to high office, but holding himself always in the background and asking for himself neither honors nor emoluments. He was marvelously accurate in his judgment of men, easily discerning the far-reaching effect of the act of a public man, and this was one of the secrets of his success

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in both politics and journalism. Concerning matters of public moment, his views were statesmanlike, his convictions sincere, and his impulses always patriotic. He was deeply sensitive, modest as a woman, and had an air of reserve which made him seem unapproachable to those not intimately acquainted with him. His friends knew him, however, as one of the most charmingly companionable of men, with boundless generosity and warmth of heart. His nature was full of poetry and tender sentiment, and no friendship could be truer than was his. His knowledge of literature was broad, and his apt quotations delighted his friends hardly less than his rare wit and humor, always mirth-provoking, and yet always without a sting. His home life was one of enviable happiness. Sympathetic, kindly, considerate and indulgent, he seemed to live for those who loved him, and found the sweetest joys of life at his own fireside.

It may well be said of him, as has been said of another—that when he ceased to live "a brilliant light went out; a sweet, deep-toned bell was hushed; honor and dignity were deprived of a courtly devotee. Loved for himself in life, he shall be revered for his graces in death." Mr. Hyde was married at Toronto, Canada, June 4, 1866, to Miss Haille Benson, daughter of James L. Benson, an estimable citizen of St. Louis, and flour inspector for the Merchants' Exchange. Mrs. Hyde is a native-born Missourian, and has lived in the State all her life, with the exception of two years spent with her parents in Canada. They had two daughters, both living—Chaille F., now Mrs. Howard Payne, of Webster, Missouri, and Miss Amy, living with her mother.

Hypes, Benjamin Murray, physician, was born July 31, 1846, in the town of Lebanon, St. Clair County, Illinois. His father was Benjamin Hypes, born in Botetourt County, Virginia, in which county his grandfather, Henry Hypes, was also born. His great-grandfather, Nicholas Hypes, came from Germany to Virginia during the colonial era, and there married Patience Reynolds, who came of Puritan stock. Henry Hypes came with his son, Benjamin Hypes, from Virginia to Ohio, in the year 1807, and settled on a farm upon which the city of Xenia has since, in part, been built. Benjamin Hypes removed to Lebanon, Illinois, in 1827, and during the first year of its existence was a student at Lebanon Seminary, now McKendree College. This institution was founded in 1827, and Mr. Hypes was a student there under the preceptorship of the renowned Rev. E. R. Ames, D. D., who subsequently became famous as the "diplomat" bishop of the Methodist Episcopal Church. Benjamin Hypes was a man of great force of character and extraordinary mental power, and was the foremost citizen of Lebanon for more than half a century, during which time he was continuously a trustee of McKendree College and its chief patron. He lived to be ninety-one years of age, and his memory still lingers like a benediction among those who were blessed by his life and labors. His wife, the mother of Dr. Hypes, was a Baltimore lady, whose maiden name was Caroline Murray. Dr. Hypes was reared in Lebanon and educated at McKendree College, graduating from that institution with the degree of bachelor of arts, and taking the degree of master of arts in 1869. As a student he was thorough and masterful, holding the first rank among his associates. From boyhood up he was noted for his thoughtful and studious disposition, and for his power of concentration in intellectual effort. Although little more than a lad when he entered college, it is said by one of his associates that he could master the most difficult lesson in Greek, or the most abstruse proposition in mathematics in the midst of confusion, oblivious to what would have proved exceedingly annoying to an ordinary student. His studious habits did not prevent him from being genial, generous and urbane, and he was a universal favorite among his fellow-students, especially noted for his self-poise and perfect self-possession under all circumstances. After graduating from college he taught for a time as professor in Arcadia Seminary, in Arcadia, Missouri, and at the German Methodist College, of Warrenton, Missouri, and was a popular and efficient educator. He then began the study of medicine, and attended lectures, first, at Rush Medical College, of Chicago, Illinois. After that he attended lectures at St. Louis Medical College, and was graduated from the last named institution in the class of 1872. Immediately afterward, upon competitive examination, he was appointed to the position of assistant physician at the St. Louis City Hospital, and served in that capacity for two years there-

after, gaining distinction for his skill as a practitioner, and his kindly consideration for the unfortunates who came under his care. After leaving the hospital he engaged in private practice in this city, and has since won well deserved prominence in a constantly expanding field of professional labor. He has been, in the strictest sense of the term, a devotee to his profession, shrinking from none of its responsibilities and discharging faithfully every duty incumbent upon him. Skilled in the healing art and commanding a large practice by reason of his professional skill, he has drawn about himself also a still larger circle of friends as a result of his urbanity of manner and his characteristic manifestations of kindly sympathy. From its organization he has occupied the chair of obstetrics in the Marion Sims Medical College, and has contributed to medical literature, many of the monographs written by him having been published in foreign, as well as in American, medical journals. A student by nature, he has given to public questions and political issues much of that careful attention which he has given to professional matters, but political preferment has had for him no attraction. Hence, he has interested himself in politics only as an intelligent citizen seeking to promote the welfare of his city, State and country, acting with the Republican party in campaigns involving economic and other political issues. As a churchman he has adhered to the faith of his father and mother, and has given freely of his time and means to advance the interests of the Methodist Church. He has contributed liberally to various institutions of a philanthropic character, and has been one of the benefactors of McKendree College. He was one of the founders of Marion Sims Medical College, has been identified with it since as lecturer and professor, and is now vice-dean of that institution, in the success of which he takes great pride.

I

Iberville, d', Pierre le Moyne, founder of Louisiana, was born in Montreal, Canada, July 16, 1661, and died in Havana, Cuba, July 9, 1706. He entered the French Navy as a midshipman in 1675, accompanied De Troye on his overland expedition from Canada against the English forts on Hudson Bay, and in 1690 was one of the leaders in the retaliatory expedition against Quebec. In 1692 he was given command of a frigate, and in 1697 had become recognized as the most skillful naval officer in the French service. In 1698 he obtained a commission for establishing direct intercourse between France and the Mississippi, and arrived in Mobile Bay with an expedition having that object in view January 31, 1699. In March following he entered the mouth of the Mississippi River, ascending and exploring the river to the mouth of Red River. Soon afterward he built old Fort Biloxi, the first post on the Mississippi, at the head of Biloxi Bay. In May following he sailed for France, but returned the following year in command of another expedition, and built another fort on the Mississippi River, establishing a post also at the copper mines on the Mankato. He was again in Louisiana in 1701, and began the colonization of Alabama at Mobile. He was made captain of a French line-of-battle ship in 1702, and was preparing for a cruise off the coast of North Carolina when he died, in 1706.

Icarian Settlement.—A settlement founded at Cheltenham, St. Louis County, in 1857, by followers of the celebrated French communist, Etienne Cabet, who died in St. Louis in 1856. Antecedent to their coming here the founders of this community had formed a part of the Icarian community at Nauvoo, Illinois. Dissensions had caused them to separate from the Illinois community, and accompanied by its founder, Cabet, they came to St. Louis and began making preparations for the founding of a new Icarian settlement. For a time they lived in North St. Louis, and there Cabet died. It had been his purpose to obtain for the new colony a large tract of land remote from any city, but in February of 1857, soon after his death, those who had succeeded him in the conduct of the enterprise purchased a comparatively small tract of land at what was known as Sulphur Springs, in St. Louis County, for which they

after, gaining distinction for his skill as a practitioner, and his kindly consideration for the unfortunates who came under his care. After leaving the hospital he engaged in private practice in this city, and has since won well deserved prominence in a constantly expanding field of professional labor. He has been, in the strictest sense of the term, a devotee to his profession, shrinking from none of its responsibilities and discharging faithfully every duty incumbent upon him. Skilled in the healing art and commanding a large practice by reason of his professional skill, he has drawn about himself also a still larger circle of friends as a result of his urbanity of manner and his characteristic manifestations of kindly sympathy. From its organization he has occupied the chair of obstetrics in the Marion Sims Medical College, and has contributed to medical literature, many of the monographs written by him having been published in foreign, as well as in American, medical journals. A student by nature, he has given to public questions and political issues much of that careful attention which he has given to professional matters, but political preferment has had for him no attraction. Hence, he has interested himself in politics only as an intelligent citizen seeking to promote the welfare of his city, State and country, acting with the Republican party in campaigns involving economic and other political issues. As a churchman he has adhered to the faith of his father and mother, and has given freely of his time and means to advance the interests of the Methodist Church. He has contributed liberally to various institutions of a philanthropic character, and has been one of the benefactors of McKendree College. He was one of the founders of Marion Sims Medical College, has been identified with it since as lecturer and professor, and is now vice-dean of that institution, in the success of which he takes great pride.

I

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contracted to pay $25,000, paying $8,000 in cash. The land was purchased from Thomas Allen, of St. Louis, and was adjacent to the Missouri Pacific Railroad station, which had been named Cheltenham Station. A spacious building and several small cottages had been erected on this tract of land some years earlier by William Sublette, who had occupied it as a summer resort, and these and such additional structures as were needed were occupied by the Icarians to the number of about one hundred and fifty persons. The society was governed by a president and advisory council, all had the same interest in the property holdings and funds of the community, and all lived and labored alike, their employment being directed by the president and his advisors. They had blacksmith, carpenter, shoemaker, tailor, cabinet and cooper shops, and the products of these shops were either utilized in the colony or sold in the city. All the earnings went into the common treasury, and about fifteen thousand dollars was expended for improvements, a fine garden and a reservoir, which supplied the place with water, being improvements which attracted special attention. All the affairs of the colony were conducted with military precision, a trumpet-call summoning the members of the community to their meals in the great dining-hall, hours for labor and recreation being prescribed, and strict regularity observed in everything. Besides their schools for the training of children, they had schools for the study of practical and economic questions, and were an unusually intelligent and well informed body of people. In matters religious all were left free to follow their own inclinations, and while some members of the community were Catholics, others were inclined to atheism, and a majority prided themselves on being "Free-thinkers." Meetings were held regularly for the purpose of promoting culture and intellectual development, but public religious ceremonies of every kind were eschewed. Family life and its obligations were sacredly regarded. For a time the community prospered and seemed to realize a large measure of the expectations of its founders in the betterment of social, moral and economic conditions. Then the Civil War came on and many of the men enlisted in the Union Army. Others drew away from the community, and the president—M. Mercardier—proposed that its affairs should be settled up and the experiment abandoned. This was not agreed to, but the burden of debt caused the society to reconvey the property to Mr. Allen. After that it was rented for some years from Mr. Allen, but the affairs of the colony became still further embarrassed by dissensions among the Icarians. President Mercardier retired from the government of the colony, and Messrs. Mesnier, Laura and Vinsot were appointed to take charge of its affairs. Finally all consented to the breaking up of the community, and in 1864 Henry Vinsot was authorized to dispose of all its property and liquidate its indebtedness. This was done, and a balance of $400 remaining to the credit of the colony was distributed among the poorest of the Icarians. Thus ended the community experiment at Cheltenham, which has since become a part of the city of St. Louis. A considerable number of those who were members of the community were still living in St. Louis in 1898. The old Sublette mansion, which was the community headquarters, was destroyed by fire in 1875. Besides laying the foundation of the settlement at Cheltenham, Cabet founded during his lifetime co-operative communities at Icaria, Texas, Nauvoo, Illinois, and in Adams County, Iowa; none of which were in existence in 1898.

Ice Gorges.—Ice gorges in the Mississippi River have at different times occasioned great damage to shipping and other interests at St. Louis. In the winter of 1865-6 an ice gorge formed in December, which destroyed about forty boats of various kinds, among them the steamer "Gray Eagle," and damaged other boats to such an extent that the sum total of losses sustained was nearly a million dollars. In February of 1884 an ice gorge was formed which extended from the Eads Bridge north to the Chain of Rocks, and was the most formidable of which the oldest river men and residents of St. Louis had any knowledge. It broke up gradually, however, and the amount of damage done to shipping was not large. In February of 1886 fifty-two boats belonging to the government fleet were swept away by the ice, and were lost.

Ice Trade.—Ice is included both in the industries and in the commerce of St. Louis, for it is both an article of manufacture and an article of import, and although it is not mentioned in any official report on the city's man-

ufactures, and the receipts are not included in the commercial statistics, the ice trade is one of some importance. The quantity consumed varies with the length and temperature of the summer, a long, dry, hot season increasing the consumption, and a short or cool season diminishing it. In 1897 the receipts were about 600,000 tons, and the quantity manufactured at the ice factories in the city about the same. The imported ice comes chiefly from the upper Mississippi and Creve Coeur Lake, in St. Louis County. The artificial supply is made at factories devoted exclusively to the business, and at breweries and cold-storage establishments which make for their own needs. The wholesale price varies from $2.50 to $4.50 a ton, so that the wholesale value of the amount imported and manufactured is from $3,000,000 to over $5,000,000 a year, and the retail cost to consumers is nearly double these sums. There are no considerable shipments of ice from the city, the trade consisting entirely of supplying the city's wants, and these are continually increasing. The volume of the business more than doubles in ten years.

Ilg, Theodore, physician, was born August 28, 1866, at Ellwanger, in Wuerttemberg, Germany, son of Johann Ilg, a retired brewer, who is still a resident of that city. Reared in Wuerttemberg, Dr. Ilg obtained his academic education at the famous Ellwangen Gymnasium, being especially noted as a student for his interest in the study of botany and chemistry. He came to this country in 1880, an intelligent and ambitious youth, and soon afterward found a home with friends in St. Louis. Here he was first employed in the dry goods store of Joseph Emanuel & Co., and later became a salesman in the dry goods house of D. Crawford & Co. In this establishment he was soon placed in a responsible position, being made buyer for one of the departments of the store, a position which he filled creditably for about three years. He then changed his vocation, and, while clerking in a retail drug store, was also a student in the College of Pharmacy, from which institution he was graduated in due course of time with honors. The bent of his mind had been for years toward the study of medicine and kindred sciences, and in the fall of the year 1890 he became assistant professor and demonstrator of chemistry at the Marion Sims College of Medicine. At the same time he entered regularly upon the study of medicine in that institution, and in 1894 received from it his doctor's degree. He then began the practice of his profession, in which he has since been remarkably successful, having won for himself a prominent place among the younger practitioners of St. Louis. He is a member of the Royal Arcanum, the St. Louis Turnverein, the Schwaben Verein, and other societies. October 20, 1897, Dr. Ilg married Miss Hattie C. Lewis, daughter of Jacob Lewis, of this city, a veteran of the Civil War.

Illinois Land Company.—An association of English traders and merchants, which obtained from ten chiefs of the Kaskaskia, Cahokia and Peoria bands of Indians the title to a vast tract of land in Illinois opposite St. Louis. The representatives of this association met the Indians at Kaskaskia July 5, 1773, at a public council, and for a trifling consideration obtained a deed to all that portion of Illinois now known as "Egypt," and also to a large body of land in central Illinois The breaking out of the Revolutionary War prevented the settlement and occupancy of these lands. In 1780 the Illinois Land Company was consolidated with the Wabash Land Company, an association similar in character, which had procured an Indian title to several millions of acres of land in the Wabash Valley. At later dates frequent appeals were made to Congress for confirmation of these Indian grants, but the validity of the claims was never recognized.

Illinoistown.—This was the name given to one of a group of villages which sprang into existence on the Illinois side of the river opposite St. Louis, and which later developed into East St. Louis. The town which originally bore this name was laid out a mile back from the river in 1817, and the first sale of lots was made November 3d, of that year. The several villages were united and incorporated as Illinoistown in 1859. In 1861 the name of the place was changed to East St. Louis.

Implement and Vehicle Board of Trade.—This body was first organized under the name of Farm Implement & Vehicle Association, January 31, 1887. In 1896 it was incorporated and took the name of the Imple-

ment & Vehicle Board of Trade. The first officers were: A. Mansur, president; D. W. Haydock, vice-president; William Koenig, second vice-president; H. L. Whitman, third vice-president; .George K. Oyler, secretary; W. T. Haydock, treasurer. Its objects are social intercourse, the communication of useful knowledge connected with the style, construction and workmanship of implements and vehicles, information affecting trade and commerce in and traffic upon vehicles, "and measures calculated to advance the implement, machinery and vehicle trade of St. Louis."

Implements and Vehicles.—In 1880 the manufacture of agricultural implements and vehicles in St. Louis showed an investment of $1,174,000; 1,579 hands employed, and $637,179 paid in wages per annum; and a total product for the year valued at $2,470,666. In 1890 the figures as shown by the United States census report were: Capital invested, $4,003,000; hands employed, 2,853; wages paid during the year, $1,624,360; value of the product turned out in the year, $4,630,000. Six years later the secretary of the Implement & Vehicle Board of Trade estimated that the sales of agricultural implements and vehicles for 1896 amounted to $7,500,000.

Imports.—See "Foreign Trade."

Independent Evangelical Protestant Church.—A liberal Christian Church established originally in St. Louis in 1856, and having then, as now, a membership exclusively German. In 1868 a church edifice was erected at the corner of Thirteenth and Tyler Streets, which has ever since been occupied by the congregation, numbering, in 1898, 208 families. In connection with the church a Sunday-school and day school are maintained, and excellent educational advantages are afforded to the children of the parish. The teachings of the church are ethical, rather than dogmatic, and its name is significant of its independent attitude.

Indiana Judges.—Thomas T. Davis, Henry Vandenburgh and John Griffin, three judges of Indiana Territory, acted with General William Henry Harrison in framing a civil government for the "District of Louisiana," immediately after the cession of the Territory to the United States. October 1, 1804, these judges came with General Harrison to St. Louis and opened the first United States court held here, and participated in the installation of General Wilkinson as Governor.

Indiana Society.—A social organization, composed of native Indianians and descendants of persons born in Indiana, organized in St. Louis January 28, 1898. T. B. Glazebrook, D. D. Fisher, W. A. Rannells, Charles M. Reeves, G. H. Sallee, W. H. Cotton, W. M. Dunn and others were the founders and first officers of the society. The first public reception was given by the society on the evening of February 9, 1898, James Whitcomb Riley, "the Hoosier poet," being the guest of honor on that occasion.

Indian Massacres.—Early histories give much space to the invasion of the settlements near St. Louis, on the Illinois side of the Mississippi, in May, 1780. This was a raid by the savages inhabiting the northern lake country, incited by "guerrillas," probably for plunder, though some writers have essayed to connect it with the design of aiding the plans of the British government. Governor Reynolds, in his "History of Illinois," is positive it was organized at Mackinaw. There is no evidence worthy of the word that the Indians on this side were parties to it. Whatever the object, it was frustrated by the precautions of General George Rogers Clark, then in military possession of the villages on the eastern shore. Learning, through their scouts, of the defensive attitude of the Americans, the design of attacking Cahokia was abandoned when near the scene. According to the best authority the numbers of the raiders estimated in the sensational reports at the time were greatly exaggerated. Instead of there being eight or ten hundred, as many scores would probably cover the Indian force. On dispersing, some of these lurked in the woods of the vicinity, and on the 26th day of May crossed over, landing near Bissell's Point. Finding some of the farmers ploughing in their fields, situated from one to four miles northwest of the village, and between it and the site of the present Fair Grounds, a most ferocious and murderous assault was made upon them. It does not appear that the savages were moving en masse, but had separated into little parties. Of the seven un-

suspecting victims thus surprised and slain, the one found nearest the village was on his forty-arpent field where Cass Avenue now is, between Jefferson Avenue and Broadway. Another was killed east of the site of the Fair Grounds, about three miles northeast of the courthouse. Localities are given, of course, as they are known at present. The body of one was found about a mile further north. Billon's "Annals" gives the names of the victims. The Indians escaped without loss. They carried away no booty, and the only explanation of the horrible butchery is that they must have been actuated by revenge for the disappointment their band had met with in not being allowed to pillage the Cahokians. Apprehensions of a new attack terrified the villagers for several days, adult males being kept on duty, while the women and children took refuge on the premises of Auguste and Pierre Chouteau. But all anxiety shortly disappeared and the customary quietude prevailed. There is a record that an English family named Kerr was massacred by marauding Indians, June 21, 1788. Kerr, with his wife, two sons and daughters, settled on a farm six and a half miles north of the village on the Bellefontaine Road, having come over from the Illinois side. One of the sons, a lad of fifteen or sixteen, escaped with his two-year-old sister. All the others were slain.

Indian Mounds.—To the Indian mounds in existence on the site of St. Louis before the touch of civilization changed its topography, the city is indebted for the appellation "Mound City." Henry M. Brackenridge, the distinguished jurist and author, who visited St. Louis in 1810 and made an intelligent examination of these mounds before their effacement began, said of them: "They are situated on the second bank just above the town and are disposed in a singular manner; there are nine in all and form three sides of a parallelogram, the open side toward the country being protected, however, by three smaller mounds, placed in a circular manner. The space enclosed is about four hundred yards in length and two hundred in breadth. About six hundred yards above there is a single mound, with a broad stage on the river side; it is thirty feet in height and one hundred and fifty in length; the top is a mere ridge, five or six feet wide. Below the first mound there is a curious work, called the 'Falling Garden.' Advantage is taken of the second bank, nearly fifty feet in height at this place, and three regular stages or steps are formed by earth brought from a distance. This work is much admired. It suggests the idea of a place of assembly for the purpose of counseling on public occasions." What was known as the "Big Mound," to which reference is made in the above, did not disappear until 1869, when it was cut down and carted away to make a "railroad fill." It was at one time occupied by the residences of a considerable number of the old French settlers, and a movement was once set on foot to procure the donation of the property to the city and convert it into a public garden. The plan failed on account of the indisposition of some of the residents there to give up their homes, and the opportunity was lost of preserving to St. Louis a wonderfully interesting and attractive relic of antiquity. In the American Bottom, opposite St. Louis, the Indian mounds were large and numerous, presenting, according to one writer, the appearance of "a city of mounds: a vast and mysterious collection of monumental remains." This system is repeated and continued on a scale almost equally as large at New Madrid. (See also "Archaeology.")

Indian Museum.—Governor Meriwether Lewis and Governor William Clark interested themselves during their travels, explorations and residence in the West, in the collection of an Indian museum, which was for many years one of the chief attractions of St. Louis. During the later years of Governor Clark's life, it had grown to large proportions, and visitors to the city seldom failed to inspect this remarkable collection of Indian relics and curios.

Indians.—See "Aborigines."

Indians at St. Louis.—When Laclede visited the site of St. Louis, he found no Indians in its neighborhood, and there were none there when he began building operations in connection with the establishment of a trading-post. St. Louis was not located, as many Western cities have been, on the site of an Indian village, and at the date of its founding there were no Indian villages near it on the west side of the river. It was not long, however, before the Missouri Indians heard

of the new settlement, and in October of 1764 about one hundred warriors, accompanied by several hundred women and children, paid Laclede a troublesome visit. They had apparently no hostile intent, and visited the settlement only out of curiosity and to obtain a supply of food. They did not complain that their country had been invaded, or that Laclede and his party were occupying lands which belonged to them, but on the contrary they annoyed the settlers by the warmth of their friendship and the extent of their attachment. They professed undying devotion to the "white brothers" and declared they would never leave them. A long continued visit of this character was something Laclede could not contemplate without apprehensions as to the result. Their presence was a menace to the peace of the community and a severe tax upon its resources. The men would not perform any kind of manual labor, and their thievish propensities were dominant characteristics. Laclede attempted to get rid of them by putting them to work digging the cellar for his house, thinking that their aversion to work would cause them to quit the place. This strategic movement availed him nothing, however, because the Indian women and children willingly did the work and the men enjoyed the fruits of their labor. Finally, reaching the conclusion that he could not rid himself of the Indians in any other way, Laclede put on a bold front and told them that they must go on their way and cease to annoy him and his people. He further told them that if they did not do so he would call on the French troops, stationed at Fort Chartres, to drive them away by force of arms. This threat had the desired effect and the unwelcome visitors withdrew. They had, however, been witnesses to the foundation-laying of the city and may be said to have had some little part in that work. Almost immediately after the place came into existence, St. Louis began the building up of a trade with the Indians, which continued to expand for more than fifty years thereafter. Naturally this brought to the village, and to the city, which succeeded the village, from time to time, representatives of the tribes inhabiting the vast region over which this trade extended, and at the beginning of the present century nothing was commoner than to see the streets thronged with natives. They came here to make treaties, to sell their furs and peltries to the enterprising traders who made this their headquarters, to see how the white settlers lived, frequently to beg and sometimes to steal or commit similar depredations. Delegations of Pottawatomies, Kickapoos, Delawares, Shawnees, Chippewas, Ottawas, Osages, Missouris, Sacs, Foxes, Mandans and other tribes came here frequently, and many famous chieftains were among these early visitors. Some of them came down the Missouri River a distance of sixteen or eighteen hundred miles, and it not infrequently happened that the fur merchants would receive the chief of an important tribe with much ceremony and send him back to his people with an escort made up of traders who never failed to turn the trip to good account in a business way. In those days quarrels among the Indians who came together in St. Louis were frequent, and murders not uncommon. The trials of Indian malefactors occupied the attention of the courts a considerable portion of the time, and crowds of Indians attended these trials. There were many interesting incidents connected with these trials, and on every hand abundant opportunity was to be found for the study of the Indian character, in St. Louis. The city continued to be the recognized center of the Western fur trade until it dwindled to comparatively insignificant proportions, and as long as their furs and peltries found a market here, the Indians continued at intervals to visit the city. In later years, they also came here frequently to receive the annuities paid to them by the general government.

Indian Schools.—The first effort in the direction of educating the Indians west of the Mississippi, of which we have any record, was made in 1824. Early in the preceding year, Right Rev. William Louis Dubourg, who, in 1815, at Rome, was consecrated bishop of Upper and Lower Louisiana, consulted the Monroe administration in Washington on the subject of educating the children of the Indian tribes in his diocese. The good bishop provided a farm near Florissant, and Rev. Charles Van Quickenborne, a Belgian priest, was selected as the head of the Jesuit community to be established there. Father Van Quickenborne was accompanied from Maryland by six young Belgians, enthusiastic with the idea of civilizing the savages in the far West. As the government was to allow a money compensation for each Indian boy boarded and taught, this

fund, though small, aided the novitiates in their preparations for the greater work before them. Two Indian boys were received from St. Louis in 1824, and three others from the wild tribes somewhat later. In 1827 there were fourteen Indian children at the boys' seminary, and as many Indian girls in charge of the Ladies of the Sacred Heart at Florissant, the majority of whom, however, were Cherokee half-breeds. The seminary, in 1828, was attended, also, by some fifteen sons of the most respectable white families, as affording better educational facilities than were elsewhere obtainable at that period. The first of these recorded is "Charles P. Chouteau, aged eight years." But though similar Indian school establishments were made among the Osages and Pottawatomies further West, the results of these educational efforts were far from encouraging. The Indian character was intractable. Priests went among the tribes and exercised a humanizing and peaceful influence, but the savages were entirely indifferent to books. In 1830 the Indian schools had been discontinued.

Indian Slaves.—Before negro slavery was introduced into Louisiana, it was the custom of the Spaniards to make slaves of the Indians whenever any act of the natives afforded them a pretext for doing so. This action was given royal sanction by Ferdinand and Isabella, who heard that some Spaniards had been killed by natives of the West Indies, and ordered that all those who should be found guilty of that crime should be sent to Spain as slaves. Bartholomew Columbus, who had been left in command at Santo Domingo by his brother, Christopher, gave the order so broad an interpretation that he sent back to Spain Indian slaves to the number of three hundred. These were the first Indian slaves sent to Europe.

Indian Territory.—During the first quarter of the present century the government of the United States formulated the policy of concentrating all the scattered Indian tribes into one nation, which should be confined to territory west of the Mississippi River. Treaties were made with the Osage and Kansas Indians, extinguishing their titles to lands west of the Mississippi, and this territory was set aside for the proposed Indian commonwealth. This idea was kept in mind when the boundaries of the State of Missouri were fixed and the lands north and west of the domain included in the present State, were reserved to the Indians. In 1834 an act of Congress declared that "all that part of the United States west of the Mississippi River—and not within the States of Missouri and Louisiana, or the Territory of Arkansas—shall be considered the Indian country," and during the early years of its existence as a State, Missouri was bounded both on the north and west by the Indian Territory. This original Indian Territory has been reduced in area by the creation of new States and Territories until only a corner of its borders on Missouri, and its other boundaries are Arkansas on the east, Texas on the south, Oklahoma on the west, and Kansas on the north.

Indians, Why so Called.—When Columbus landed on the Island of San Salvador he supposed that he was landing on an island at the extremity of India, and hence he called the inhabitants of the island "Indians." By that name he continued to call the natives of America, and Spanish writers from the outset gave them the same name. The English translators of these writers followed in their footsteps, and while the name applied originally only to the tribes with which the Spanish came into contact, by degrees it was extended to all the natives of the continent, and they have since been known as American Indians.

Industrial Benefit Association.—This association was organized in the city of St. Louis, in July, 1883, and incorporated the same year. Its purposes are the relief of working people and their families. It pays sick and accident benefits, and also a burial benefit. Its membership numbered 2,000 in 1898. The officers of the association at that time were: William Andrew Orr, president; Oliver J. Jones, vice-president; J. Hamilton Jones, secretary and treasurer; Dr. Vincent J. Mueller, examining and visiting physician.

Industrial School, Sisters of Mercy's.—This home and school was established in 1856, by the sisters of St. Joseph's Convent of Mercy, in St. Louis. Little girls whose parents or friends are unable to support them are here fed, clothed and educated. The little ones from three to ten years of age are in-

structed all day in a warm, well-lighted and well-ventilated school room—those from ten to fifteen years old for one-half day. They are taught reading, writing, arithmetic, primary grammar and geography of the United States, besides being carefully instructed in plain sewing and every branch of domestic employment. If not removed by friends or parents, carefully selected situations are provided for them for which they have been previously trained. Even then the watchful care of the sisters follows them, to warn, advise or even draw them back into the institution, should it be deemed necessary. They are always free to return to the home with or without money. The location of the school has, since 1861, been at Twenty-second and Morgan Streets.

Ingalls, Eliza B., wife of Frederick H. Ingalls, was born in St. Louis County, and has lived here continuously, excepting three years spent at school in Philadelphia, when a young girl. From a child she was imbued with the spirit of reform, and has always been very active in temperance work. Although very radical in her opinions, her extremely pleasant manner and executive ability has enabled her to accomplish many reforms without making enemies. She holds the office of national superintendent, department of narcotics, of the Women's Christian Temperance Union, and is also vice-president and chairman of the finance committee of State of Missouri, Women's Christian Temperance Union. She is a member of the State board of charities and corrections under Governor Stephens. She was a coworker and friend of Frances E. Willard, and a stockholder in the Union Signal Publishing Company, of Chicago (national organ of the Women's Christian Temperance Union). Mrs. Ingalls has always been a strong advocate of the enfranchisement of women, but with all her public duties she gives her first attention to her home always, believing that to be a careful and successful housekeeper is the first duty of married women.

Inquest, First Held.—The first coroner's inquest in St. Louis is said to have been held on the body of Domingo de Bargas, a young Spanish merchant, who came here in 1777, and died suddenly July 18, 1779. The inquest was ordered by Governor De Leyba to satisfy the parish priest that the deceased had not come to his death from some unnatural cause, and that there would be no impropriety in the interment of his remains in consecrated ground.

Insane Asylum.—The St. Louis Insane Asylum was erected by the County of St. Louis in 1868, and was a county institution until 1876, when the city was separated from the county, and it was given to the city. The cost of the asylum was $700,000. It is of brick, five stories in height, with fire-proof walls, surmounted by a cupola which commands an extended view of the city and its environs. The asylum tract embraces twenty-nine acres, nearly one-half of which is under cultivation. The location is 5400 Arsenal Street, between Brannon and Sublette Streets. The institution is controlled by the city, and is intended for the city's insane, but the State makes a biennial appropriation for the partial support of it, the city doing the rest. It is under the supervision of the health commission and the board of health, with a superintendent in immediate charge. In 1898 there were 585 inmates, its capacity being taxed to the utmost, and in addition there were 800 insane persons in the poorhouse. The number of officials and employes was eighty-eight, with thirty-nine attendants in addition. The superintendent has three assistant physicians. An interesting feature of the asylum is the artesian well sunk at great expense, and a failure at last. It is the deepest boring of the kind in the world, with possibly the exception of one in Belgium, being 3,850 feet. It would have been sunk further had not the sinking of the drill into the granite showed the hopelessness of the effort to find water. The only service the boring resulted in is a column showing the successive strata passed through with specimens of the formations. The water supply for the institution comes through a pumphouse from the river.

Inspector of Grain.—An officer appointed by the board of railroad and warehouse commissioners of Missouri, and having his office in St. Louis. The office was created in 1889, and Jasper N. Burks was the first chief inspector. He has "general supervision of the inspection of grain under the immediate direction of the board of railroad and ware-

house commissioners," and names his deputies subject to the approval of the board.

Inspector of Steam Vessels.—An officer of the government, stationed in St. Louis, known as the supervising inspector of steam vessels, has his office in the new Customhouse building. The office was established under the law of 1852, and the appointment is made by the President. There are ten inspectorial districts in the United States. St. Louis is in the fourth district, which takes in portions of the Mississippi, Missouri and Illinois Rivers, embracing about 1,700 miles of navigable waters. There is in connection a board, comprising two officials, a boiler inspector and a hull inspector, who report to the supervising inspector. The duties of the latter require him to inspect every boat propelled by machinery within his district. There are about two hundred and fifty steam vessels in this district subject to inspection. No charge is made for inspection, except under special circumstances, and the office handles no money.

Inspector of Weights and Measures.—A city officer, who at least once a year inspects and tests every scale, weight and measure used in the city, and grants a license. All scales, weights and measures not inspected and sealed by him are forbidden to be used in selling merchandise. He is elected by the voters, and holds office for four years. The office was created in 1840, the first incumbent being A. F. Parmlee.

Inspectors of Petroleum Oil.—These officers, commonly called coal oil inspectors, are State officers, four in number, one in St. Louis, one in Kansas City, one at Hannibal and one at St. Joseph—the one at St. Louis being the most important. They may be appointed for other cities and towns upon application of the local authorities. They are appointed by the Governor for two years. Their business is to inspect petroleum oil, kerosene, gasoline and all other products of petroleum used for illuminating purposes. The samples that stand a temperature of one hundred and fifty degrees without igniting are branded "Approved Standard Oil"; and if they do not stand this test they are marked "Rejected for Illuminating Purposes." The inspector's fees are twelve cents a barrel, or larger packages, and six cents for a smaller package. Inspections in bulk are at the rate of twelve cents a barrel.

Insurance.—Insurance is a product of advanced civilization, and the extent to which it is employed by a community is no inadequate measure of its progress in those arts of peace which produce wealth and induce its conservation. The practice of distributing the losses of individuals among the community is of ancient date, the charters of some English boroughs of the tenth century providing that on the destruction of the house of a freeholder by fire all the freeholders of his guild should contribute one penny each for its restoration and at his death five pence each for the benefit of his family. These provisions have by some been identified with insurance, but they lack the element of the voluntary contract for a money consideration, characteristic of modern insurance. Insurance as we understand it—the business of insuring persons against loss of life or property, in a certain sum, for a specified consideration or premium—is of comparatively recent origin; the first mutual association in this country for these purposes dating from 1752, while the oldest American insurance company was chartered as late as 1794, about twenty-five years before insurance was in demand in St. Louis. The advent of insurance into St. Louis business life seems to have been contemporaneous with the extension of trade which followed the introduction of the steamboat on Western Rivers. There is no record of insurance transactions in the days of French and Spanish occupation, nor as far as can at present be ascertained before the year 1824, although there is little doubt that prior to that date cargoes consigned to St. Louis merchants from Ohio River towns and from New Orleans were insured at the port of shipment for the protection of the shipper. It is also probable that policies insuring against fire had ere this been obtained by residents of St. Louis from the home offices of insurance companies in Ohio, Kentucky and Tennessee. The records accessible at the present time make no mention of life insurance. Light may be thrown on these matters when the private papers of some of the oldest St. Louis firms shall be opened to the examination of the historian.

Insurance, Fire and Marine.

In 1824 the first insurance agency was opened in St. Louis by Edward Tracy as agent of the Farmers' Fire Insurance & Loan Company, of New York. Soon after appear the advertisements of Wilson P. Hunt, agent of the Traders' Insurance Company, of New York; H. C. Simmons & Co., agents of the Protection Fire & Marine Insurance Company of Hartford, Connecticut, and Charles Wahrendorf, agent of the Ohio Insurance Company, of Cincinnati, Ohio. These were the pioneers of insurance in St. Louis; they did an exclusive fire and cargo insurance business, and they seem to have enjoyed a monopoly of it till 1830, when the Aetna of Hartford opened an agency, of which Mr. Charles D. Drake appears soon after as agent. The first St. Louis company, the Missouri Insurance Company, was organized in 1831. Its directors were George Collier, John Mullanphy, Peter Lindell, Henry von Phul, W. Hill, Thomas Biddle, Bernard Pratte and James Clemens, Jr. George Collier was elected president, and John Ford secretary. At a later reorganization of the board William Glasgow was elected president, and remained at the head of the institution during the greater part of its existence. These were among the best men of their day in St. Louis. In 1836 the Hartford Insurance Company and some others of less note were attracted to the growing Western town. The wave of inflation and speculation which spread over the whole country at this time manifested itself in St. Louis by the creation of business corporations of all kinds, among them insurance companies. In the session of the Missouri Legislature of 1836-7 no less than seven St. Louis insurance companies were chartered; the Marine, Union, Citizens', St. Louis, Floating Dock, Farmers & Mechanics and Perpetual. The subscribed capital of these companies exceeded a million dollars, of which a considerable part was paid up, the rest being held in the notes of the stockholders, subject to assessment. The charters of these companies and of most of the St. Louis stock companies incorporated at a later period, authorized them to transact fire and marine insurance, life insurance, insurance of the payment of notes, bonds and mortgages, and such other insurance as they might deem necessary, and to loan their funds on business paper at a rate of interest not to exceed ten per cent per annum. These were very attractive privileges, but the financial panic and ruin which immediately followed their organization, in 1837, rendered them for the time being unprofitable. In 1846 the St. Louis Home Mutual was incorporated, and in 1849 the Phenix and Missouri State Mutual. Companies of other States had meantime entered the field, and the "great fire" of 1849 found St. Louis a prosperous city of 70,000 inhabitants and well equipped with insurance facilities. The "great fire" deserves more than a passing notice in an article on insurance in St. Louis. This historic fire started on the steamer "Whitecloud," lying near the foot of Cherry Street, and before it was extinguished had destroyed twenty-three steamboats and four barges and their cargoes, besides a large amount of merchandise on the levee, and crossing the levee consumed the business center of the city comprising the whole or part of fifteen city blocks extending from Vine to Market Streets, and from the levee to Second Street. The loss by this fire was estimated at nearly five millions of dollars. Every St. Louis fire insurance company, except the Marine which insured cargoes only, lost its entire capital and assets in this great fire; some of the agency companies were bankrupted and others seriously crippled. Writing in 1897, the president of one of America's greatest companies states that their agency in St. Louis has never been able to make up the amount lost by it in the fire of 1849. "We are struggling to wipe out the balance against us; but it is a long and tedious work. Forty-seven years have we been trying to accomplish this, but I doubt if we will accomplish it this century. The balance against the agency at the present time is about $40,000." The secretary of another great company writes: "The premiums received by our company in St. Louis from 1844 to 1850 amounted to $26,838; our losses by the fire of 1849 were $294,855." With such experience, it is not to be wondered at that many agency companies withdrew from St. Louis. Notwithstanding this tremendous disaster, the home companies replaced their capital with wonderful energy and promptness and resumed business with ardor and hopefulness. Between 1849 and 1870 St. Louis had succeeded in establishing herself securely as the distributing point for the Mississippi Valley, the Southwest and the great Northwest. Her trade developed enormous proportions, and.

as it was all carried by river, the insurance of hulls and cargoes became an important business. It was to compete for this business that the Atlantic, now the American Central, the Merchants' Mutual, the United States, the Boatmen's, the Globe, the Pacific, the Lumbermen's and Mechanics' were incorporated; and while the river trade lasted they, in common with the older companies, did a large and very profitable business. In fact, the St. Louis stock companies had for a long time a monopoly of the insurance of hulls and cargoes, the agency companies and local mutual companies preferring to seek the fire business. The mutual plan of fire insurance had great development in St. Louis during the "sixties," the Franklin, German, Hope, Jefferson, Laclede, St. Louis and Washington mutuals all dating from that period. They were organized to write fire insurance on dwellings and business buildings, and, as these have multiplied, the local mutuals still survive, in spite of strenuous competition for the same business by the agency companies. But besides the strong and honorable companies named, many of a very different character were organized during this period. Of the thirty-five or forty companies chartered between 1855 and 1870, the majority had few of the elements of strength or permanence, and many of them lacked honesty of purpose. The laws governing insurance corporations at this time were entirely inadequate for the protection of the public. To quote from the first annual report of the insurance superintendent: "Any five or more persons could procure a license from the Secretary of State to do business on the mutual plan, without capital, bona fide notes, or any other provision for meeting their obligations; there were no police regulations governing either home or foreign companies; no reports were required nor examinations made, and it was very difficult for any person but an officer of a company to gain any information of its condition or its transactions." Frauds were openly perpetrated under the guise of insurance, until finally the Legislature interposed, and on March 4, 1869, passed "An Act to Create an Insurance Department," which went into effect immediately and cleared the State of the motley crowd of so-called insurance companies, leaving in existence only companies that could make the showing of cash capital and resources required by the new law. To Honorable Henry J. Spaunhorst, then State Senator from St. Louis, is due the credit of carrying this great reformatory measure against the most powerful and unscrupulous opposition. Since 1869 the history of insurance in Missouri is recorded in the annual reports of the department. One hundred and eleven fire and marine companies reported to the department under the law December 31, 1870. Of these thirty-six were St. Louis companies, showing capital and assets, including stock notes, amounting to $11,032,073. The amount of St. Louis business done in that year, and the proportion done by each class of companies, is shown in the following table:

PREMIUMS TAKEN IN ST LOUIS IN 1870.

19 St. Louis Stock Companies:		
Fire premiums	$840,281	
Cargo and hull	612,858	$1,453,139
17 St. Louis Mutual Companies:		
Fire premiums	418,454	418,454
		$1,871,593
75 Companies of other States:		
Fire premiums	620,614	
Cargo and hull	69,614	690,228
Total receipts in St Louis		$2,561,821

This report of 1870 marks the high tide of the business of the St. Louis local companies. Shipments by river began soon after to fall off, owing to the competition of the railroads, and with the decay of the river transportation the business of the St. Louis stock company vanished. In 1878 their number had fallen to six, in 1882 to four, in 1892 to two. There is a historical interest connected with the destruction of this important business, which at one time employed a large amount of local capital and some of the most intelligent minds of the community. In fact, the passing of the St. Louis stock insurance companies marked an epoch in the trade of St. Louis. It marked the exit of the steamboat and the entrance of the railroad into the control of transportation; it marked the opening up of the great prairies to civilized occupation, the growth of the country town and the making of Missouri; it marked the passing of the St. Louis country store, the concentration of values into huge storehouses characteristic of modern business, and the demand for an insurance capital commensurate with modern mercantile necessities. The need of corporations of this purely local type has passed away; but while they were in existence they served the trade of the city well, and as no other class of companies could then have served it. They were the creatures of the time; their interests

were all at home; the bulk of their business was furnished by their own stockholders; their capital was not locked up in bonds and stocks, withdrawn from the use of the growing community; it was loaned to the merchant and manufacturer at seasons when his business most urgently needed capital, and at rates of interest not more than one-half or two-thirds the current bank rates. These companies were an important factor in building up the trade of the city and securing its supremacy in its proper territory. Their boards of directors were the foremost merchants of the city—the Glasgows, father and sons; Wayman Crow, John J. Roe, Carlos S. Greeley, D. A. January, Henry and Edgar Ames, Francis Whittaker, James B. Eads, and many others of equal note. They employed as their executive officers such citizens as William G. Pettus, Daniel Hough, George K. McGunnigle, Harry I. Bodley, Frank Ridgely—men of character and ability, who contributed their full share to the building up of St. Louis in all departments of its civic life. Their companies, like themselves, were honorable and reliable. But business changed its character and its methods; it flowed into other channels and demanded a wider distribution of liabilities and more available security from its insurance companies. Only two of the old-time stock companies, the American Central and the Citizens', adjusted themselves to the new conditions and equipped themselves to compete for the growing fire insurance business and to compete for the business of the United States, and these two alone survive. The American Central was speedily called upon by the great Chicago fire to prove its fitness for survival. In that fire it lost its entire capital and assets. It paid its losses in full, immediately replaced its capital and continued in business.

While the companies depending on the insurance of cargoes were winding up their affairs and retiring one by one, the fire insurance of St. Louis was growing in volume and importance. For this the agency companies and the St. Louis mutual companies were now the sole competitors. The agents had always numbered strong and influential men among them, and their ranks were now recruited from the most vigorous of the officers of the dissolving stock companies, and the agencies at once rose to commanding prominence. To this pre-eminence they were entitled by the enormous capital they represented and by their superior fitness to respond to the demands of modern business. During the last fifteen years the trend of the business has been steadily toward them, and at this date 95 per cent of the fire business of St. Louis is done by agency companies, among the most energetic of which are the two St. Louis stock companies. The growth of the fire business has been commensurate with the growth of the city. One hundred and forty-six fire and marine insurance companies, home and foreign, reported to the insurance department on December 31, 1896. The assets represented by these companies amounted to $265,000,000. The following statement of their St. Louis business for that year shows the change that has passed over the business since 1870:

PREMIUMS TAKEN IN ST. LOUIS IN 1896.

2 St. Louis Stock Companies:		
Fire premiums	$110,000	
Cargo	1,163	$111,163
9 St. Louis Mutual Companies:		
Fire premiums	151,854	151,854
135 Companies of other States		
Fire premiums	1,816,679	
Cargo	34,925	1,851,604
Total		$2,114,621

The capital and assets of the eleven St. Louis fire insurance companies amounted in 1897 to $6,140,189, and the fire premiums taken by the two St. Louis stock companies in the United States in 1896 reached the large sum of $1,122,395, or almost as much as the entire income of the thirty-six St. Louis companies in 1870.

Insurance, Life.

Life insurance had its development in St. Louis at a much later day than fire and marine insurance. Most of the fire and marine companies chartered by the State had the privilege of transacting life insurance also, and some of them engaged in that business to a small extent. The Missouri Life Insurance and Trust Company was chartered in 1837, but does not seem to have had a successful career. It was ahead of the times. The St. Louis Fire Insurance Company, as early as 1838, set forth in a well-worded advertisement the arguments in favor of life insurance as an investment, and the superior facilities the company had to offer to the insuring public some time before any of the great life companies now competing for business were organized. In does not appear, however, that any of the home companies at this time did any considerable life business, although one of them

kept a standing advertisement offering to insure the lives of slaves. In 1847 the Mutual Life of New York opened an agency in St. Louis, with Honorable Thomas Allen as their agent, succeeded in the following year by Mr. Samuel Copp. In 1849 the New York Life established an agency in the hands of Mr. Samuel McCartney. These were followed in the fifties by agencies of the Connecticut Mutual, the Mutual Benefit of New Jersey, the New England Mutual, and other strong companies. The success of the local fire companies at that time seems to have stimulated adventure in the field of life insurance, and numerous St. Louis life insurance companies were organized. The Covenant Mutual Life was incorporated in 1853, and the German Mutual Life in 1857. These two respectable companies have been honorably managed from the beginning, and are doing a conservative and satisfactory business at the present time. In 1857 the St. Louis Mutual Life Insurance Company was organized, and in 1866 and 1868 a group of companies destined to have a strange and disastrous connection with the St. Louis Mutual and with each other—the Atlas Mutual, in 1866; the Missouri Mutual, in 1867; the Mound City Mutual, DeSoto Mutual and Life Association of America, in 1868. Of these the Life Association was launched under the most flattering auspices, and with the intention and promise of success. In the light of subsequent revelations the others seem to have been organized for, or to have been early marked for plunder. The returns made to the insurance department December 31, 1870, show the following prosperous condition of the young St. Louis companies at that date:

PREMIUMS TAKEN IN MISSOURI IN 1870.

	ASSETS.	
8 St. Louis Life Companies	$10,446,947	$1,784,802
52 Companies of other States		2,063,468
Total		$3,848,270

The total premiums received by these eight St. Louis companies from their whole field in 1870 amounted to the large sum of $3,589,611; the amount of their St. Louis premiums in that year was, approximately, a million dollars.

The first examination by the department had developed weakness in some of these organizations, and seems to have offered to their officers the opportunity and suggestion of wrecking them for the money that was in it. The progress of the scheme developed with great rapidity. The DeSoto was reinsured by the St. Louis Mutual in 1871; the Atlas was reinsured by the St. Louis Mutual in 1872; the St. Louis Mutual was reinsured by the Mound City in 1874; the name of the Mound City was changed to St. Louis Life in 1874, the name of the St. Louis Life was changed to the Columbia in 1876; the Columbia was put into the hands of a receiver in 1877. In all these reinsurances and transfers of business from one company to another large sums were appropriated from the funds of the policy-holders by their officers and directors to their own use under the name of brokerages, and some of these men became rich by the plunder of the wrecked companies. Concerning the transactions which resulted in the bankruptcy of these five life insurance companies the insurance commissioner, reporting on the condition of the Columbia, which then had absorbed them all, says: "The developments in the case showed the perpetration of the most barefaced frauds and systematic knavery that have ever disgraced the annals of any life insurance company." Two years before the Columbia reached the receiver's hands the directors of the Life Association of America were induced to purchase $900,000 of the stock of the Columbia and make the stock the basis of a reinsurance of a large part of the Columbia's outstanding risks, by which operation the Life Association became involved in the common ruin, and was also turned over to the ruinous mercies of a receivership. While this transaction of the management of the Life Association was a gross business mistake, yet it has been declared free from the charge of moral delinquency, and no individual misappropriation of funds or improper personal advantage has been asserted against its directors or officers. The episode of the seven companies is one of the most remarkable and disastrous in the history of life insurance. Disgraceful failures in life insurance were not, however, confined to St. Louis in this decade —1870-1880. The extraordinary and long-continued depreciation in the values of securities, together with the widespread recklessness in dealing with trusts which were characteristic of this period, and the lack of proper qualifications and experience in those who rashly seized the helm of the corporations, produced a deep distrust of life insurance companies. In 1880 only two St. Louis life insurance companies remained, and of the fifty-

two companies of other States reporting in 1870 only nineteen continued doing business in Missouri, while the premium receipts of all the companies in Missouri in 1880 had fallen to $1,080,000. This distrust of the regular companies encouraged the growth of all sorts of assessment and beneficiary societies, which, unfortunately, were exempt from State supervision, and to them were diverted the premiums that formerly were paid for life insurance. Assessment insurance for a time had immense development, and, as it was unconstrained and uncontrolled, great frauds marked its progress; but prosperous times, oblivion, the conservative management of the regular companies, and the frauds perpetrated by many assessment and beneficiary swindles have turned the tide of business back into its old channels, as may be seen by the following figures from the returns of December 31, 1896:

PREMIUMS TAKEN IN MISSOURI IN 1896

	ASSETS.	
7 St. Louis Companies	$904,853	$ 112,689
40 Companies of other States		3,739,373
Total		$4,852,062

Of which about 40 per cent, or $2,340,824, is written in St. Louis.

Forty assessment associations now report to the Missouri Insurance Department. Of these two are St. Louis institutions. Their membership in Missouri numbers 33,278, and the claims paid by them in Missouri in 1896 amounted to $693,508. There is no report of the revenues collected from Missouri or St. Louis members of these associations.

Insurance, Special Lines of.

Since 1885 there has been a steady growth of insurance corporations transacting special lines of insurance. The business of the companies in these special lines of insurance in Missouri in 1896 was as follows:

PREMIUMS TAKEN IN MISSOURI IN 1896.

Plate Glass Insurance (6)	$ 46,783
Steam Boiler (4)	27,519
Safety and Trust (7)	64,319
Fidelity Insurance (8)	128,357
Employers' Liability (7)	146,862
Personal Accident (12)	443,856
Burglary Companies (3)	10,652
Mercantile Credit Company (1)	1,710
Automatic Sprinkler Company (1)	625
Total	$870,665

Of this amount 50 per cent, or nearly $440,000, was taken in St. Louis. Tornado insurance is done by the fire and marine insurance companies, and is included in their receipts. The total amount paid by the citizens of St. Louis annually for insurance of all kinds is not less than five millions of dollars.

Insurance, Organizations Auxiliary Thereto.

Various organizations have formed around insurance companies as auxiliary thereto or regulative of their local transactions, of which some have played an important part in the history of insurance in St. Louis. The most important is the Board of Underwriters of St. Louis. This corporation was chartered by the Missouri Legislature, January 14, 1860. The object of the corporation is the better preservation from loss or damage of property wrecked or stranded upon the navigable rivers of the State. The corporation has power, and it is their duty to take into their control all property which may be recovered from any wrecked or disabled steamboat or other vessel within the jurisdiction of the State, and deliver an account to the owner for same, and to sell such as is perishable, accounting for the proceeds thereof. For these purposes the board was clothed with all the powers of port-wreckers. This company has saved many millions of dollars' worth of property from wrecked vessels, delivered what was sound of it, sold what was damaged, and accounted to the owners and insurance companies for the proceeds. The St. Louis Board of Fire Underwriters is a voluntary organization of the fire insurance agents of St. Louis. It was organized in 1872, and has always included in its membership the foremost and most influential underwriters of the city. Its membership has varied greatly, at times including only a few agents, at other times including every agent and company of standing and repute; but whether with many or few members, it has always controlled the fire insurance of St. Louis. The board has stood for that principle of fire underwriting which would guarantee permanent indemnity to the assured by securing an adequate premium for the company that insures him, and equal rates for equal risks to every man. It has taken an efficient part in the improvement of the construction of business buildings, procuring extensions of the city water supply, and, by strenuous efforts, to increase the efficiency of the fire department. Its work in these directions has received public recognition in the co-operation of the various departments of the city gov-

ernment. About $2,000,000 of fire premiums were reported to the board in 1896. Organizations have recently been effected among the life insurance agents, the plate-glass companies, and the employers' liability and casualty companies.

J. A. WATERWORTH.

Insurance Department, State.—This department of the State government was established in 1868. The superintendent is appointed by the Governor, and holds office for four years at a salary of $3,000 a year, with a deputy at a salary of $2,000. The superintendent issues certificates of authority to do business in this State to those companies that have fully complied with the law, and also such other certificates as may be required by law in the organization of insurance companies; and he performs all such duties as are or may be imposed on him relating to the matter of insurance. He has a general supervision over all insurance companies doing business in the State, with authority to examine into their financial condition, affairs and management, and proceed against them for violations of law. He makes annual reports to the Governor of the State. The department was first established in St. Louis, and kept there until July, 1897, when it was removed to Jefferson City. The first superintendent was Willys King, and the others in order down to 1899 have been: Miles Sells, Frank P. Blair, William S. Relfe, Alfred Carr, James R. Waddill, William Selby, Celsus Price, John F. Williams, C. P. Ellerbe, Ed. T. Orear. August F. Harvey was actuary of the department from February 7, 1870, to October 1, 1898. The twenty-ninth annual report of the department, for the year 1897, by Ed. T. Orear, superintendent, shows that the whole number of companies authorized to transact business in the State that year was three hundred and forty-five, of which number two were stock fire insurance companies of Missouri, one hundred and eight were stock fire companies of other States, and thirty-eight were stock fire companies of foreign countries, making altogether one hundred and forty-eight stock fire companies. Eleven were mutual fire insurance companies of Missouri, and three were mutual fire insurance companies of other States; total mutual fire companies, fourteen. Stock miscellaneous companies of Missouri, five; of other States, twenty-three; foreign, five; total stock miscellaneous companies, thirty-three. Assessment life associations of Missouri, three; of other States, thirty; total assessment life associations, thirty-three. Assessment casualty companies, eight; fraternal associations of Missouri, forty-one; of other States, twenty-eight; total fraternal associations, sixty-nine. Regular life insurance companies of Missouri, three; of other States, thirty-seven; total regular life insurance companies, forty. The entire number, three hundred and forty-five, was greater by 50 per cent than in any preceding year since the organization of the department. The total resources of the fire companies was $291,611,318; total surplus, $93,061,481; total income, $149,551,587; total disbursements, $130,474,642. The casualty and surety companies showed total resources, $101,066,089; total surplus, $15,833,815; total income, $21,984,154; total disbursements, $17,795,831. The life companies showed total resources of $1,220,486,750; total surplus, $163,169,363; total income, $283,199,990, total disbursements, $199,172,241. The fire insurance risks written in Missouri were $395,182,858, an increase over the preceding year of $1,357,637; marine and inland, $10,491,703, an increase of $4,687,794; fidelity and surety, $89,987,647, an increase of $44,861,323; tornado, $17,733,373, an increase of $1,500,266; plate glass, $1,882,086, an increase of $310,393; steam boiler, $5,424,953, a decrease of $971,338; employers' liability, $24,299,412, an increase of $4,850,566; personal accident, $155,158,710, an increase of $7,708,337; burglary, $1,532,480, a decrease of $73,376; credit, $399,500, an increase of $68,500; automatic sprinkler, $161,500, an increase of $111,500, title guaranty, $262,975; assessment casualty, $4,848,500, an increase of $570,900. The total other than life was $707,365,697, an increase of $65,235,417. The regular life risks written were $31,770,573, an increase of $2,661,727; industrial life, $17,939,371, an increase of $4,027,573; assessment life, $14,172,463, a decrease of $1,605,887—making a total of life risks of $63,882,407, an increase of $5,083,413, and an aggregate insurance in the State for the year of $771,248,104, an increase of $70,318,830. The total premiums received for fire insurance were $4,725,962, a decrease of $38,804, an increase of $2,716; for fidelity and surety, $155,955, a decrease of $36,722; for tornado, $89,340, an increase of $24,247; for plate glass, $48,336, an increase of $1,553; for steam

boiler, $24,202, a decrease of $3,317; for employers' liability, $153,240, an increase of $6,438; for personal accident, $455,363, an increase of $21,465; for burglary, $12,875, an increase of $2,222; for credit, $14,034, an increase of $2,324; for automatic sprinkler, $2,676, an increase of $2,051; for title guaranty, $2,836, an increase of $2,836; for assessment casualty, $42,500, an increase of $1,718—making the total premiums other than life $5,766,123, a decrease of $183,535. The premiums for regular life insurance were $6,102,858, an increase of $1,436,355; for industrial life, $1,442,355; for assessment life, $595,583, a decrease of $156,020—making a total of life premiums of $8,140,796, an increase of $1,577,202, and an aggregate of premiums received for insurance of all kinds in the year, $13,906,919, an increase of $1,434,449. The losses and claims paid during the year were: For fire insurance, $2,713,441, an increase of $289,265; for marine and inland, $35,728, an increase of $6,179; for fidelity and surety, $81,983, a decrease of $11,073; for tornado, $12,451, a decrease of $47,753; for plate glass, $12,570, a decrease of $18,949; for steam boiler, $1,818, a decrease of $12,899; for employers' liability, $88,501, a decrease of $6,018; for personal accident, $292,317, an increase of $64,377; for burglary, $4,004, an increase of $1,558; for credit, $628, an increase of $628; for automatic sprinkler, $197, an increase of $178; for assessment casualty, $24,754, an increase of $7,317. The total losses and claims other than life were $3,268,392, an increase of $284,846, and for regular life, $2,020,242, a decrease of $130,599; for industrial life, $411,592, an increase of $46,755—making the total life losses $2,431,836, a decrease of $83,222, and the aggregate of losses and claims of all kinds paid during the year $5,700,228. The amount of premiums received in Missouri in 1897 by companies of other States, and subject to taxation, was $11,608,249, of which $4,552,982 was received for fire insurance, $525,603 for miscellaneous insurance, and $6,529,663 for life insurance. The taxes on these premiums amounted to $233,306.

D. M. GRISSOM.

Internal Revenue, Assessor of.—When the United States internal revenue system was first established in 1862 it provided for an assessor, as well as a collector, in each district, the duties of the first being to assess and fix the taxes, which were various and numerous, and turn over the assessment lists to the collector for collection. The first assessor under the law in St. Louis was Theophile Papin, who held the office from 1862 through the administration of President Lincoln and that of President Johnson into that of President Grant, when Colonel Alton R. Easton was appointed to the place. Colonel Easton held the office until, in the revision of the internal revenue law, it was abolished and the duties imposed on the collector. These two persons were the only ones who were United States internal revenue assessors in St. Louis.

Internal Revenue, Collector of.—The internal revenue system is one of the products of the Civil War. Before that nearly the entire revenue of the Federal government was derived from duties on imports and sales of public lands; but the enormous expense of the Civil War made a larger revenue necessary, and in the year 1862 Congress devised the system of taxing a number of articles and occupations, chief among which were spirits, tobacco, fermented liquors, manufactures and products, gross receipts, sales, incomes, legacies, bank capital and deposits, and adhesive stamps. This list was gradually curtailed by dropping off, first one thing and then another, until in 1897 the only articles left were distilled spirits, tobacco and the manufactures thereof, oleomargarine, filled cheese, bank circulation, playing cards and opium manufactured for smoking. Spirits, tobacco and beer are the leading subjects of taxation, and they yield over ninety per cent of the revenue from the system. In the year 1890 the total internal revenue taxes paid were $142,594,696; in 1891 they were $146,035,415; in 1892 they were $153,857,544; in 1893 they were $161,004,989; in 1894 they were $147,168,000; in 1895 they were $143,246,077; in 1896 they were $146,830,615; and in 1897 they were $146,619,593. The total receipts from the leading articles of taxation during the period of thirty-five years, from 1863 to 1897, have been as follows: From distilled liquors, $2,081,043,192; from tobacco, $1,059,900,901; from fermented liquors, $551,466,056; from oleomargarine, $12,669,774; from bank circulation, $5,528,775; from playing cards, $893,562; from penalties, $13,653,987; from filled cheese, $18,992; from smoking opium, $1,257; from articles formerly taxed, but now

exempt, $1,286,576,411; aggregate, $5,011,752,910. The aggregate collections of internal revenue from all sources, in the First District of Missouri, made up chiefly of the city of St. Louis, have been as follows: In 1863, $912,216; in 1864, $2,511,846; in 1865, $4,290,395; in 1866, $6,068,292; in 1867, $4,784,413; in 1868, $3,499,997; in 1869, $3,931,156; in 1870, $4,590,339; in 1871, $3,780,558; in 1872, $3,683,479; in 1873, $3,323,795; in 1874, $3,501,668; in 1875, $3,739,490; in 1876, $2,216,996; in 1877, $3,746,597; in 1878, $4,338,756; in 1879, $4,374,813; in 1880, $4,680,266; in 1881, $5,543,333; in 1882, $6,186,922; in 1883, $6,200,677; in 1884, $4,995,426; in 1885, $5,011,585; in 1886, $5,636,492; in 1887, $6,227,290; in 1888, $6,583,171; in 1889, $6,449,977; in 1890, $7,263,214; in 1891, $7,232,265; in 1892, $8,048,329; in 1893, $8,474,026; in 1894, $7,187,568; in 1895, $7,388,495; in 1896, $6,469,443; in 1897, $6,825,961; making a total of $179,699,263. Of the total collections in the First District of Missouri, St. Louis, in 1897, distilled liquors paid $1,088,247; tobacco and the manufactures thereof paid $3,822,344; fermented liquors, $1,909,804; oleomargarine, $2,024, and playing cards, $12.

The first collector of internal revenue in St. Louis was A. M. Gardner, appointed in 1862, followed in order by William Taussig, appointed in 1865; Bart Able, appointed in 1867; C. W. Ford, appointed in 1869; Constantine Maguire, appointed in 1873; Isaac H. Sturgeon, appointed in 1875; Freeman Barnum, appointed in 1885; Charles F. Wenneker, appointed in 1889; Charles Speck, appointed in 1893; Wayman McCreery, appointed in 1896; and Henry C. Grenner, appointed in 1898.

In the payment of taxes on tobacco of all kinds for the year 1897, Missouri ranked as the third State in the Union, next after New York and Pennsylvania, the collections in these three States being: New York, $4,775,587; Pennsylvania, $3,965,978; and Missouri, $3,900,331. In collection districts on tobacco, the First Missouri, St. Louis, ranks first, the collections in the three leading districts being: First Missouri, $3,822,344; Fifth Kentucky, $2,427,615; and Third New York, $1,660,134. In the payment of taxes on fermented liquors in 1897, Missouri ranked as the sixth State, the collections being: In New York, $8,846,846; in Pennsylvania, $3,671,445; in Illinois, $3,052,081; in Wisconsin, $2,498,341; and Missouri, $2,100,266. Among the collection districts on fermented liquors, the First Missouri ranks sixth, the order being: Third New York, $3,456,640; First Illinois, $2,683,052; First New York, $2,279,449; First Wisconsin, $2,191,479; First Pennsylvania, $2,169,676, and First Missouri, $1,909,804. In the aggregate payments of internal revenue of all kinds in 1897 the first seven States were: Illinois, $32,115,443; New York, $18,420,037; Kentucky, $15,657,015; Ohio, $12,748,736; Pennsylvania, $11,445,752; Indiana, $8,564,263, and Missouri, $7,362,982; and the first five collection districts are: The Fifth Illinois, $15,859,659; Eighth Illinois, $10,037,794; First Ohio, $9,998,248; Fifth Kentucky, $8,793,057, and First Missouri, $6,824,670.

In 1898 Congress enacted what was called the war revenue act, to meet the cost of the war with Spain. Its features were increased taxes on fermented liquors and manufactured tobacco, annual special taxes on vocations, stamp taxes, excise taxes, taxes on legacies, and taxes on mixed flour. The tax on fermented liquors was placed at $2 a barrel of thirty-one gallons; on cigars, $1 to $3.60 per thousand; on cigarettes, $1.50 to $3.60 per thousand; on manufactured tobacco and snuff, 12 cents a pound. The annual special taxes on vocations were: On bankers using a capital of $25,000 and under, $50, with $2 in addition for every $1,000 over $25,000, brokers, $50; pawnbrokers, $20; commercial brokers, $20; customhouse brokers, $10; proprietors of theaters and other places of amusement in cities of more than 25,000 population, $100, proprietors of circuses, $100; proprietors of other exhibitions, $10, and proprietors of bowling alleys and billiard tables, $5; dealers in leaf tobacco and manufacturers of tobacco and cigars, $6 to $24, according to the amount of sales. The stamp taxes were two cents on all bank checks, and from one to five cents on bonds, certificates, bills of exchange, agreements to sell, telephone messages and telegraphic dispatches, bills of lading and manifests; on insurance policies, one-half of one per cent; on proprietary medicines, perfumery, cosmetics and other similar articles, one-eighth to five-eighths of a cent; on chewing gum, four cents on the dollar's worth; on charters of vessels $3 to $10; on conveyance deeds of realty, fifty cents for each $500 worth; custom-house entries of merchandise, twenty-five to fifty cents; on leases, twenty-five cents to

$1; on mortgages exceeding $1,000, twenty-five cents for every $500 in excess of $1,500; on life insurance policies, eight cents for each $100 or fractional part thereof, and on policies issued on weekly payment plan, forty per cent on amount of first weekly payment; on manifests for entry or clearance of vessels for foreign ports, $1 to $5; on passage tickets to foreign ports, $1 to $5; powers of attorney, protests of notes, and warehouse receipts, twenty-five cents. The excise taxes were one-fourth of one per cent on corporations, companies, persons or firms refining petroleum or sugar, or using pipe line for transporting oil or other products, on gross amount of receipts in excess of $250,000, and one cent on every seat sold in a palace or parlor car, and on every berth sold in a sleeping car. The taxes on legacies and distributive shares of personal property were seventy-five cents to $2.25 on each $100 where the beneficiary is the lineal issue or ancestor, brother or sister of the deceased; $1.50 to $4.50 on each $100 where the beneficiary is a descendant of a brother or sister; $3 to $9 on each $100 where the beneficiary is a brother or sister of the father or mother or a descendant of a brother or sister of the father or mother of the deceased; $4 to $12 on each $100 where the beneficiary is a brother or sister of the grandfather or grandmother, or a descendant of the brother or sister of the grandfather or grandmother, of the deceased, and $5 to $15 on each $100 where the beneficiary is a person of any other degree of collateral consanguinity, or a stranger in blood, or a body politic, or corporation. The taxes on mixed flour were one-half of a cent on a barrel or package containing twenty-four and one-half pounds or less, up to four cents per barrel containing more than ninety-eight pounds and less than 196 pounds, with a tax of $12 on persons or firms making or packing or repacking such flour. In addition to these internal revenue taxes there is a tax of ten cents a pound on imported tea.

D. M. GRISSOM.

Interstate Club.—A voluntary organization composed of representatives of leading wholesale jobbing and manufacturing houses of St. Louis, together with some professional men. It was organized in 1894, and is the outgrowth of an excursion of business men over the "Cotton Belt" Railroad to Waco, Texas, taken in that year. There was a State Fair, with a cotton palace, at Waco, and the patronage of St. Louis was invited by assigning a "St. Louis Day." A large body of our citizens accepted the invitation, and there was accorded a cordial and pleasant interchange of courtesies, with an address by Honorable Henry T. Kent, on the part of the St. Louis delegation. The visit was prolonged for a week, and extended to other points in Texas; and on the return of the excursion the Interstate Club was formed, with E. O. Stanard as president; Henry T. Kent, vice-president, and George H. Morgan, secretary. In 1895 the club visited Atlanta during the great Exposition of that year, and included Nashville, Chattanooga and Birmingham in the tour. The object of the club is to make such excursions as occasion may invite into the States having commercial relations with St. Louis, and also to receive similar excursions from these States. The excursions from the city are made up of the heads of houses whose names are well known throughout the West and South. The club has no constitution or by-laws, and no regular meetings are held, but it is called together by the president at his discretion, or on the suggestion of members. The railroads have warmly supported and co-operated with it.

Interstate Merchants' Association. An association organized to attract merchants and visitors from other States to St. Louis by making known abroad the advantages and inducements which St. Louis is claimed to possess over other cities, and securing facilities in the way of low railroad rates to such merchants and visitors, and showing them personal courtesies and attentions while in the city. It is one of the largest and strongest voluntary and informal organizations in the city, and was formed in 1897 out of several smaller similar bodies of more limited scope. Its original officers were: President, Benjamin J. Strauss; first vice-president, W. E. Schweppe; second vice-president, O. H. Witte; third vice-president, Jonathan Rice; secretary and treasurer, John A. Lee. It has, in addition to these executive officers, an advisory committee representing the various branches of business, and a railroad committee to deal with railroads in the matter of rates. Its membership is not limited to citizens of St. Louis, and merchants and business men of Missouri and other States are admitted.

Inventions.—The rapid development of industries in St. Louis between the years 1870 and 1898 stimulated the inventive genius of its people and led to a surprising number of valuable inventions for simplifying and facilitating chemical and mechanical processes and cheapening production. Few persons in the city know of these inventions and processes, because, while a few of the most important and conspicuous of them have made a noise in the world and attracted attention, hundreds, and it might even be said thousands, of others less important but yet valuable enough to be generally employed, are never heard of by the public. It would be difficult to name a single important industry in St. Louis that is not using one or more patent processes, adjustments or other inventions of St. Louis origin, and a leading firm of patent solicitors gives it as their opinion that three-fourths of the manufacturing establishments of the city are working under St. Louis patents. Several of these inventions have become the basis of prosperous manufacturing establishments which yield large incomes to the persons or companies operating them; others have yielded a competency to their inventors and purchasers, and all of them have proved profitable. St. Louis has supplied America with street car registers, invented by one of its citizens, and as late as 1898 largely manufactured by two companies, the St. Louis Register Company and the American Register Company; and a cash register company of Dayton, Ohio, owns several patents on cash registers awarded to a St. Louis inventor. Leo Ehrlich, a St. Louis inventor, is author of a number of street car registers, cash registers, autographic registers, adding machines and instruments of precision in the mathematical line. The Timken wagon spring, the product of a St. Louis inventor, has been in use forty years and enriched the company which, as late as 1898, was engaged in manufacturing them. The Schultz Belting Company was, in 1898, working under valuable St. Louis patents, and the Quick Meal Stove Company, one of the most active and prosperous manufacturing establishments in the city, employing three hundred hands, was making its gasoline and gas stoves under patents, some of which were awarded to St. Louis citizens. The pneumatic drills and hammers used on a great number of railroads are the product of Boyer, a St. Louis inventor, and certain pneumatic tools used on marble and stone work were invented by Mr. Pierre Chouteau, of St. Louis. The roll-paper used in stores all over the country and manufactured in St. Louis is a St. Louis invention; so also is the autographic register. The cob-pipe manufactured in St. Louis and sent all over the country was invented in Franklin County, a short distance from St. Louis. The manufacture of street cars is one of the most important industries in St. Louis; its cars, famous for the excellence of their workmanship and their beauty, being used in many cities of the North and East—and most of the improvements on these cars are the work of St. Louis inventors. The American Arithmometer, or Burrough's adding machine, which is in general use in banks and business houses over the country, is the work of a St. Louis inventor. The sum of $200,000 was received from the European patents, and the company in St. Louis engaged in manufacturing the machines declared a dividend of 105 per cent in 1896. The Furlong bicycle having the Furlong tire and shield, the invention of a St. Louis man, is manufactured by a local company, and enjoys enormous sales both in this country and foreign countries on account of its non-slipping qualities and its non-liability to puncture. In railway supplies Steinbrenner's draft lug, Marshall's car door, Eubank's ending for trucks, and the Houston pneumatic track-sander, all inventions of St. Louis men, have a recognized place. They are manufactured in St. Louis, and are adopted as standards on many railroads in the United States. The Mississippi Glass Company enjoys an enviable reputation as manufacturer of wired glass, ondoyant glass and other varieties known in the market as Maze and Florentine, made very largely with special machinery and under special appliances invented by Mr. Edward Walsh, Jr., secretary of the company, whose family has been prominent in St. Louis. The N. O. Nelson Manufacturing Company, whose chief business is the making of plumbers' supplies, owns a number of valuable inventions made by its own experts. The distinction which St. Louis enjoys as manufacturer of electrical supplies is due to the intelligent zeal with which the whole subject of electricity and the adaptation of it to practical use has been studied by St. Louis experts and artisans, and to the many inventions that are the result of this study. Alexander Weston, of St. Louis, now de-

ceased, was the first to build an alternating current motor, and the company that owns the Weston and other patents, and is engaged in manufacturing motors, switch-boards and electric switches, sends its goods to many States of the Union. Indeed, its orders for devices and contrivances, in the making of which it enjoys a high reputation, were so great in the year 1896 that it was compelled to decline a number of them. In heating and cooking stoves and ranges, St. Louis manufacturers have been peculiarly fortunate. Mr. Giles F. Filley, inventor and maker, first, of the "Charter Oak" stove, and afterward of the gauze wire door attachment to it, was still living in St. Louis in 1898, having been an active and honored citizen for over sixty years. The Buck's Stove & Range Company own many valuable patents on improvements which have contributed to the high reputation of their stoves and ranges. The Bridge & Beach Manufacturing Company, makers of the "Superior" stoves and ranges, owe no small share of the fame and prosperity they have enjoyed to patented improvements which have made the products of their works so popular. The Chouteau pneumatic hammer for stone work, boiler caulking and other similar work, together with its improvements and attachments, is the product of an honored member of the oldest family in St. Louis. The Bell Telephone Company of Missouri owns many valuable patents on the trunk system of telephoning, the results of patient and careful study and experiment made by Mr. W. W. Dean, of St. Louis. Dr. Joseph E. Chambers, of St. Louis, discovered a method of combining cod-liver oil with glycerine, which makes the oil miscible with water. The value of this discovery is attested by the liberal sales the article meets with in the country. Mr. George Baumhoff is the author of many meritorious improvements used by the Lindell Railway Company. William Kavanaugh has materially cheapened the price of sand by an invention which takes it from the bed of the river and dumps it directly in cars, without handling. Mr. Alexander Euston has introduced valuable improvements in the method of treating linseed in the extraction of linseed oil and linseed cake, which are in use by the National Linseed Oil Company. Mr. W. W. Corey, Jr., of St. Louis, invented a fire hydrant, which is manufactured at Buffalo, New York, and has come into general use. Mr. McRoberts, of St. Louis, was the first to invent and have patented a mold in which steel can be successfully cast, and a large manufacturing plant, known as the American Steel Casting Company, at Granite City, Illinois, across the river from the upper part of St. Louis, is the result. Mr. M. F. Williams, of St. Louis, invented a crusher and pulverizer which will finely disintegrate refractory material of all descriptions, and it is largely employed in tanneries, smelting works and other establishments. Mr. Joseph Boyer made valuable improvements in speed indicators, and also in roll-paper holders, which are extensively adopted. The dappled granite ware, so generally used in households, is the product of a patent process of enameling discovered by the Niedringhaus brothers, of St. Louis. This valuable ware is used all over the world, and the invention has brought large fortune to its authors.

D. M. GRISSOM.

Irish Immigrant and Corresponding Society.—A society formed in St. Louis on the 9th of February, 1818, which had for its objects the promotion of Irish immigration and extending aid to immigrants in need of assistance. John Mullanphy, Jeremiah Conner, James McGunnigle, Alexander Blackwell, Arthur McGinnis and others were the organizers of the society.

Iron Hall, Order of.—This order had its beginning at Indianapolis, Indiana, December 15, 1886, the object being an establishment of a life and benefit fund for its members, who, in sickness, were to receive a fixed sum weekly, and, at the end of seven years, would be paid the full amount specified in their certificates of membership. A reserve fund was set apart for this purpose in addition to the general fund. The order proved very popular, and obtained a membership of 60,000, with 1,200 local branches, there being several in St. Louis. But complaint was made against the supreme sitting, charging insolvency and asking for a receiver on the grounds that the business had been conducted in a reckless and extravagant manner; that large sums had been wasted in traveling expenses, and that the payment of pretended claims and salaries of officers had been increased in violation of the constitution, and the facts concealed from the members. Protracted litigation followed, there being a

suit in the Court of Criminal Correction in St. Louis. The result was that the order of the Iron Hall was reorganized at Baltimore in 1892, with branches established in nearly all the States of the Union. The reorganized order has in St. Louis one branch with a membership of about one hundred.

Iron Trade.—When the iron trade of St. Louis is taken to include all such iron manufactures as are made in the city, and brought in for local consumption and distribution, it is found to be very large, for it embraces the product of foundries and machine shops, which, in 1890, had a value of $11,945,493, and which, in 1892, was estimated at $13,000,000; architectural and ornamental iron work, which, in 1892, was estimated at $2,500,000; iron and steel, estimated at $2,300,000; stoves and ranges, estimated at $3,250,000, and, in addition to these products of the city's iron industries, the iron manufactures brought in from other places. In 1892 the receipts of barbed wire were 31,520,913 pounds, and the shipments were 75,170,000 pounds; the receipts of iron and steel were 109,736 tons, there being no shipments, as the whole quantity was used as raw material for the local manufactures. The receipts of iron ore were 78,489 tons, and the shipments 24,536 tons; pig iron receipts, 138,937 tons; shipments, 60,258 tons; railroad iron receipts, 34,515 tons. Putting these receipts into money, we have: Barbed wire, $650,000; iron and steel, $5,450,000; iron ore, $200,000; pig iron, $3,000,000; railroad iron, $1,000,000—total, $10,300,000. Add to this the value of the products of the city's manufactories—foundries and machine shops, $13,000,000; architectural and ornamental iron work, $2,500,000; iron and steel, $2,300,000; stoves and ranges, $3,250,000—and we have $31,850,000 as the value of the city's iron trade. And it is steadily increasing, for, not only are the local manufactories, which turn out various kinds of iron work and iron and steel products, growing in capacity and enlarging their output to meet the increasing demands of the West and South, but the quantities of iron, steel, wire, railroad bars and other iron products from outside sources are growing larger and larger, year by year. The iron trade of the city exhibits more strikingly, perhaps, than any other the pre-eminent advantages that St. Louis possesses as a center of producing industries and a distributor of the products of other cities.

D. M. GRISSOM.

Irwin, Charles William, was born in New York City, September 28, 1830, his father being Charles W. Irwin, and his mother Sophia S. (Merritt) Irwin. He was educated at the Episcopal College, in New York City, and in 1848 came with his uncle, William H. Merritt, to St. Louis, and was for a time engaged in constructing the Western Union Telegraph line from St. Louis into Iowa. It is recorded of him that he sent the first telegraph message from St. Louis. In 1853 he engaged as a salesman in the large wholesale and retail house of Warne & Merritt, the first and largest establishment of the kind in St. Louis. In 1864 he became a partner, and the name of the firm was changed to Warne, Cheever & Co., hardware and house furnishing. Six years later, in 1870, it was again changed to Cheever, Burchard & Co. In 1875 Mr. Irwin retired from business pursuits with a liberal fortune, but his popular manners, his marked capacity for business, and his high integrity commended him for public position, and in 1867 he was made judge of the county court, and afterward one of the police commissioners of the city. It was during his term of office as judge of the county court that the Insane Asylum was built. He was a zealous promoter of popular education, and was for several years a member of the school board, taking the leading part in the movement which resulted in the improvement of the style and character of the public school buildings, and participating earnestly also in the measures that led to the founding of the public library. Indeed, there was hardly a matter of public concern that he did not have something to do with. His career of half a century in St. Louis was a period marked by an amazing growth in population, development in industries, expansion of commerce and advancement in education—and in all this Mr. Irwin's efforts were on the side of progress and the elevation of the masses. In 1878 he was chosen recorder of deeds for the city of St. Louis. While holding this office he issued the first marriage license signed by a recorder in the city, turning the fees into the city treasury. It was during his administration also that the Wabash Railway and the St. Louis, Kansas City & Northern Railway were

consolidated into the Wabash, St. Louis & Pacific Railway, and the mortgage of $50,000,000 placed on record; and it was followed not long after by the $30,000,000 mortgage of the Missouri Pacific Railroad. Both these mortgages on the books bear the signature of Mr. Irwin as recorder. It is noted that Mr. Irwin's retirement from office and the resumption of specie payment by the United States government took place on the same day, January 1, 1879, and that twenty years afterwards to a day, January 2, 1899, Mr. Irwin's death occurred. Mr. Irwin was married twice, his first wife being Miss Harriet P. Whiting, of Dubuque, Iowa, a descendant of John Whiting, who came from England to Virginia in the year 1654. She died in 1858, leaving Frank Irwin, her only surviving child. His second wife was Miss Eliza Risby, who bore him two children—Ida, married to H. E. Walter, of New York, and Chauncey F. Irwin, chief clerk of the St. Louis Transfer Company.

Isabel Crow Kindergarten.—The Isabel Crow Kindergarten Association of St. Louis orginated in the education section of the Wednesday Club, and was the first practical work undertaken by the section. The idea of organizing some sort of rescue work for the little children under legal school age—six years—in the poorer districts of the city was due to Mrs. Cornelia Ludlow Maury. As early as the autumn of 1892 a committee called the "Kindergarten Committee" was selected, consisting of Mrs. Anthony H. Blaisdell, chairman; Mrs. C. L. Maury, Miss S. V. Beeson, Mrs. J. C. Van Blarcom, Miss Clara Freeborn and Mrs. Mary C. McCulloch, which was instructed to prepare plans for work; and on Easter Monday, 1893, the "Riverside Kindergarten" was opened at the Bethel Mission, corner of Main and Olive Streets. Many reasons in favor of a change of locality decided the transfer of the work to 1206 North Seventh Street, when autumn came, at which time the name was changed to "Isabel Crow," and an "In Memoriam" endowment fund was paid by Mrs. Edwin C. Cushman into the treasury, over which she began to keep watch and ward, in place of Mrs. Van Blarcom, who resigned. So much encouragement attended the work, not only in the improvement of the little children themselves, but in the interest awakened in their parents at the mothers' meetings held in connection with the kindergarten—so much success created an appetite for more—for a wider scope, a broader field of operation. Therefore, in the spring of 1894, the kindergarten committee decided, with the full approval of the education section, to withdraw from the Wednesday Club, and action was taken at once to secure articles of incorporation under the present name, an association formed for "benevolent, scientific and educational purposes," as the charter reads; and on July 11, 1894, the "Isabel Crow Kindergarten Association" became a corporate body. In the autumn of 1894 the training school was organized, Miss Dozier kindly lending the association, rent free, her school rooms at 3401 Morgan Street. Miss Mary Waterman was placed at the head of the training school, and was assisted by an able corps of teachers and lecturers, many of them contributing their services to the new enterprise. In January of 1895 a large class of West End mothers was organized under the leadership of Miss Dozier, and continued throughout this winter and the following one, with the assistance of Miss Mary Runyan, of Pratt Institute, who joined the corps of teachers in 1895. In October, 1895, a second kindergarten was opened at the South Side Day Nursery, with the stipulation that the school be open to little children between the ages of three and six years, living in the immediate neighborhood, up to the number of forty In 1896 the association was shaken to its foundation stones by the simultaneous loss of Miss Waterman and Miss Runyan, of the faculty, and Miss Dozier, of the executive committee, who were called, respectively, to the Pratt Institute, Brooklyn; the Teachers' College, New York, and the supervision of the New York Kindergarten Association. Miss Fredericka M. Smith, a graduate of the normal class of the Training School—whose sudden death, January 24, 1898, again left the association desolate—was placed at the head of the Training School and made supervisor of the three kindergartens then under the association's care, for the third school was opened in October, 1896, at 1223 North Broadway. The Training School was then moved to St. Stephens' House, at the corner of Rutger and South Fourth Streets, the present home of the oldest kindergarten of the association, and Miss Eunice Janes, a graduate of the Training School, and former director of kindergarten, was placed in charge.

This association is supported by annual subscriptions, donations, interest on endowment fund and tuition fees. The association has granted a scholarship to any one contributing the sum of $500. The names of those assigned are as follows: The "Cushman," the "Busch" and the "Ewald" scholarships. The officers of the association are: Mrs. Anthony H. Blaisdell, president; Mrs. E. C. Cushman, vice-president; Mrs. Edward Wyman, treasurer; Mrs. T. G. Portis, recording secretary; Mrs. T. G. Meier, corresponding secretary. Among the managers are the well known names of Mrs. Beverly Allen, Mrs. E. C. Sterling, Mrs. George F. Durant, Mrs. G. A. Finkelnburg, Mrs. C. L. Maury, Mrs. E. W. LeBeaume, Mrs. J. B. Shapleigh, Miss Louise Simpkins, Mrs. Albert Merrell, Mrs. Frank Henderson, Mrs. Frank P. Crunden, Mrs. George A. Madill, Mrs. Ernest Kroeger, Mrs. Emile Glogau, Mrs. Charles W. Barstow, Mrs. S. V. Beeson and Mrs. H. H. Tittman.

MARY MCCONNELL BLAISDELL.

Israel, Bernard, manufacturer and banker, was born in the Province of Westphalia, Prussia, December 16, 1814, and died in St. Louis, October 27, 1897. His father was an enterprising and successful cooper, and after receiving a good public school education the son served his apprenticeship at the coopers' trade under his father's supervision. He then worked with his father as a journeyman until 1848, when he sought a country of more abundant opportunities than his native land, and came to the United States. Soon after landing in this country he established his home in Cincinnati, Ohio, and was employed there as a journeyman cooper until 1855. In the fall of that year he came to St. Louis, and forming a partnership with his brother, established a cooperage business which developed in the course of time into a profitable manufacturing enterprise of very considerable proportions. At the termination of the partnership he entered into business on his own account, and turned his attention largely to the manufacture of pork barrels for the extensive packing establishments of St. Louis. In 1861 his three grown sons, Bernard, Joseph and John Israel, ably assisted him in expanding his manufacturing operations and extending his trade. During the Civil War he not only had large contracts for the manufacture of barrels for pork-packers, but also filled government contracts for large numbers of barrels used in the transportation of army supplies. He continued to be identified with this branch of manufacturing in St. Louis until 1883, at which time he retired from business with a comfortable fortune which he and his sons had accumulated by close attention to his affairs and sagacious investments in real estate and other property. As he accumulated surplus capital he became an active factor in the improvement of the city, and erected, on Fourteenth Street alone, a block of eleven brick dwelling and business houses, which have long been known as the "Israel Row." In 1871 he became identified with the banking interests of the city as a stockholder and member of the board of directors of the Northwestern Savings Bank, having been one of its charter members. Later he was made vice-president of this bank, and retained that position up to the date of his death, contributing by his counsel and advice in no small degree to the building up of what is now one of the soundest banking institutions in the city. As a director of this institution and one of its managing officers he was brought into close touch with some of the leading financiers of the city, and those associated with him in the directory had great respect for his judgment and sagacity, and implicit confidence in his honor and integrity. At the time of his death these officials came together at a called meeting, and in a series of formal resolutions paid high tribute to his accomplishments as a banker and business man, and to his worth as a citizen. They further emphasized their warm personal regard for him by attending his funeral in a body and tendering to his family the sincerest expression of their sympathy. A thoroughly conscientious man in all respects, he had a full appreciation of the responsibilities which rested upon him as a bank official, and was at all times attentive to the duties imposed upon him in that connection, and watchful alike of the interests of stockholders and patrons of the bank. Strict probity characterized him in the conduct of all his affairs as a business man, and during all the years of his life he was known as one who dealt justly and walked uprightly. He was a member of the Democratic party, but not a partisan, and a Catholic churchman, who loved his own church, but had no quarrel with other churches. For many years he was a warm friend and benefactor of St. Vincent's

Anthony Ittner

Orphans' Home, and one of the chief bequests which he made in arranging for the final distribution of his estate was a gift of two pieces of property to the worthy charitable institution known as the Little Sisters of the Poor, and two to the St. Vincent's Orphan Asylum. Mr. Israel was three times married; first, in 1834, to Miss Elizabeth Koch, a native, like himself, of Germany. She died in 1851, and in 1855 he married Miss Mary Ann Steverman, of Cincinnati, Ohio. After the death of his second wife he married Mrs. Lizzie Dickerson, widow of L. W. Dickerson, a noted old-time actor. Mrs. Israel, who was a native of New England, survives her husband, and resides in St. Louis. The other surviving members of Mr. Israel's family are Bernard and John Israel, sons by his first marriage.

Italian Republican League.—An organization of the Italian-Americans of St. Louis, which was formed in June of 1898, and which had for its objects the betterment of social relations between the Italian-speaking residents of the city and concerted action in advancing their interests and promoting their prosperity. The membership of the league approximated four hundred at the end of the year 1898, and its quarters were at Eleventh Street and Franklin Avenue.

Ittner, Anthony, manufacturer, and ex-member of Congress, was born October 8, 1837, in Lebanon, Ohio, son of John and Mary Ittner. His father was a native of Bavaria, who came to this country in 1832, when twenty-one years of age. He established his home in Cincinnati in 1833, taking out his first naturalization papers there, when William Henry Harrison, afterward President of the United States, was clerk of the County Court of Hamilton County, Ohio, and casting his first vote for Martin VanBuren for the presidency. At Cincinnati the elder Ittner married his wife, who was born on Fayal Island, one of the Azores, in 1818. The parents of Mrs. Ittner, who were natives of Baden, Germany, left the Azores for America, and upon their arrival in this country settled in Dayton, Ohio. After his marriage John Ittner moved to Lebanon, Ohio, where he lived until 1844. Removing then with his family to St. Louis, he continued to reside here until 1853, when he died, leaving a wife and seven children. His son, Anthony Ittner, was put to work at the early age of nine years, and the only opportunity which he had to attend the public day schools of the city was such as he enjoyed prior to that time. Afterward he attended night schools as much of the time as he could, and after he began business for himself took a course in a commercial college. While his educational advantages in youth were limited, he acquired the habit of observing closely and reading carefully, and thus, by a process of self-education, he gained the practical knowledge and broad general information which have made him an accomplished man of affairs and given him well-deserved distinction in public life. His earliest employment was in the Glasgow Lead Factory, then situated at the corner of Fourteenth and Papin Streets, where he worked for three years. Leaving there at the end of that time, he went to work in a brickyard, and thus gained his earliest knowledge of that branch of manufacturing with which he has since been so prominently identified. The last brickyard in which he was employed was owned by a man named John Snyder, who was also engaged in the bricklaying business, and after a time Mr. Ittner apprenticed himself to Snyder for a term of three years to learn the trade of brickmason. After serving a year and a half of this term Snyder retired from business, giving the young apprentice the balance of his time. After receiving some further instructions from an artisan named Samuel Taylor, he worked as a journeyman bricklayer until he was twenty-one years of age, when, in company with his elder brother, he established himself in the brickmaking and bricklaying business. This business he continued until 1888, when he quit bricklaying and turned his attention entirely to the brick manufacturing department of the business which he had built up. Since then he has become one of the most prominent of Western brick manufacturers, having at the present time—1898—two large plants having a capacity of fifty millions of brick a year, which are operated at Swansea, Illinois. Closely identified as he has been for many years with the building trades and building interests of St. Louis, he is by them held in the highest esteem, and has been a member of the Builders' Exchange of this city ever since it was organized. He has served three terms as president of this Exchange, and has served also one term as president of the Na-

tional Builders' Association, and one term as president of the National Brick Manufacturers' Association, of which he was one of the charter members. Being a man of active and vigorous mentality, thoroughly in touch with the masses of the people, and having well-defined opinions on all matters of public moment, it was natural that he should interest himself in politics and governmental affairs, both local and general. In his young manhood he served through the Civil War as a member of the Missouri State militia, doing duty both in the city and State in that connection. A strong Unionist, he allied himself with the Republican party, and has ever since been conspicuous in its councils, having served as chairman of the Republican city central committee of St. Louis for a number of years. In 1867 he was elected to the city council, and was re-elected to the same body in the spring of 1868, and in the fall of the same year to the lower branch of the State Legislature of Missouri. In 1870 he was elected to the State Senate, and re-elected in 1874 a member of that body, from which he resigned in 1876 to accept from his party a nomination for Congress as representative of the First Missouri District. As a result of the ensuing canvass he was elected and served with credit to himself and his constituents in the Forty-fifth Congress. At the end of his term he retired from public life, feeling that he had given a sufficient amount of his time to the public service, and to official duties which were not altogether congenial to him. As a legislator and congressman, he was distinguished for his practical, common-sense views on all public questions, and the city has rarely been represented by a more capable man, and by none more thoroughly conscientious and patriotic. While a member of the Legislature he was conspicuous for his labors in behalf of the establishment of a State Reformatory and trade school for juvenile offenders. Liberal in his religious views, he is a member of the Church of the Unity of the Unitarian faith, and he is a helpful friend of charities and humanitarian institutions. Progressive in all things, he was one of the promoters of the Louisiana Purchase Centennial movement, and was made a member of the original committee having it in charge. In fraternal circles he is known as one of the pioneer Odd Fellows of the city, and is a member of the Grand Lodge of that order in Missouri. He is also a member of the Ancient Order of United Workmen, and of the Royal Arcanum, and is a life member of the Missouri Historical Society. In 1862 he married Miss Mary Isabelle Butts, daughter of William A. Butts, a Kentuckian by birth. Mrs. Ittner was one of the incorporators of the South Side Day Nursery Association, of which she has been vice-president for several terms. She has also been for many years president of the Ladies' Working Society of the Church of the Unity. Mr. and Mrs. Ittner have seven living children, their sons being William B., Benjamin, George and Warren Ittner. Their eldest son, William B. Ittner, commenced his education in the St. Louis public schools, afterward entered the Manual Training School, and graduated in the first class sent out from that institution in 1883. After a subsequent year at Washington University he went to Cornell University to take a special course in architecture, which he completed in 1887. He then spent a year in office work in Omaha, Nebraska, after which he returned to St. Louis, and began the practice of his profession. He is now building commissioner of public schools for St. Louis. He married, in 1888, Miss Lottie Allan, of this city.

Ives, Halsey Cooley, who has achieved well-merited distinction as an art instructor and art critic, was born in 1847, at Montour Falls, Schuyler County, New York. His father was Hiram Du Boise Ives, and his mother's maiden name was Teressa McDowell. His scholastic training was obtained at Union Academy, of his native town. At about the beginning of the Civil War his father died, and he, being then thrown upon his own resources, sought and obtained employment as a draughtsman. In 1864 he entered the government service in this capacity, and was assigned to duty at Nashville, Tennessee. His employment brought him in contact with men of artistic tastes, and his art education was begun under the direction of Alexander Piatowski, a Polish refugee. Piatowski was a man of remarkable intellectual endowments, and an enthusiastic lover of nature and art. Having himself an inherent love of art and an impressionable nature, Mr. Ives was strongly influenced through his intimate relationship with the gifted genius, whose pupil he thus became. In 1869 he turned his attention to the business of design-

ing and decorating, and during the three succeeding years he traveled extensively through the West and South in this connection. In 1872 he visited Mexico, and upon his return to the United States came to St. Louis, and entered the Polytechnic School of this city, in 1874, as an instructor. During the following year he pursued his studies abroad, and upon his return to St. Louis was made a member of the faculty of Washington University. He at once demonstrated that he had organizing capacity as well as artistic ability, and through his efforts the St. Louis School of Fine Arts was established. He bent all his energies to the upbuilding of this institution, and when, through the munificence of Mr. Wayman Crow, the present Museum of Fine Arts Building was completed, in 1881, Mr. Ives was made director, both of the Art School and the Museum of Fine Arts. Ever since then his time and talents have been at the service of these institutions, and his earnest endeavor has been to enable the one to support and advance the interests of the other, the collections of the museum being regarded by him as an open book of reference for all engaged in the study of art. While full attention has always been given to instruction in those branches familiarly known as the fine arts, Mr. Ives has been especially zealous in his efforts to restore to their proper place those arts commonly called industrial or applied, and for many years he devoted much time and energy to giving courses of free lectures, on Sundays, to the mechanics and artisans of St. Louis. These lectures were fully illustrated by examples from the collections of the museum, and his own private collections. During this time he made frequent trips to Europe, and kept in close touch with every new movement in the art world. When the work of the World's Columbian Exposition was organized the appointment of Mr. Ives as director of the department of fine arts was greeted with universal satisfaction, and the splendid results achieved under his direction, and the high standard to which American art was raised in the opinion of the people of this country, and of foreign nations, amply evidenced the value of his services to the American people. In 1894 he was appointed by the National Bureau of Education to examine and report upon the course of instruction and methods of work carried on by various continental art schools and museums, and beginning at Gizeh, Egypt, he pursued a special work which traced the historical development of civilization as evidenced in art. Unlike the majority of men of artistic tastes and temperament, Mr. Ives has never shrunk from the discharge of the more commonplace duties, incident to good citizenship. On the contrary, he has taken an active interest in municipal affairs, and since 1895 has served as a member of the city council of St. Louis. In the work which he has done, in connection with the upbuilding of the Museum and School of Fine Arts, he has seemed to have been inspired by the thought to which Peter Cooper, the New York philanthropist and founder of Cooper Institute, gave utterance when he said: "I desire to make this institution contribute in every way toward the aid of the efforts of youth, to acquire useful knowledge, and to find and fill those places in which their capacities and talents can be most usefully employed with the greatest possible advantage to the country in which they live." What has been said of his work in the local field of art applies equally well to the services he has rendered to American art in its relation to that of foreign countries, in securing for it that recognition which it merited from the art critics of Europe. As a testimony of their appreciation of his efforts in the direction of art education, he has received from King Oscar, of Sweden, the decoration of the "Order of the Vasa," and from King Christian, of Denmark, that of the "Order of the Dannebrog," besides several marks of appreciation from the governments of France, Germany and Japan. Mr. Ives married, in 1887, Miss Margaret Lackland, daughter of Rufus J. Lackland, the well known banker and financier of St. Louis. Their children are Caroline Eliot Lackland Ives and Neil McDowell Ives.

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Jaccard, D. Constant, merchant, was born August 22, 1826, in Ste. Croix, Switzerland. His ancestors were French Huguenots, who fled to Switzerland after the revocation of the Edict of Nantes, and settled in Ste. Croix, changing their name to the present form, the original French spelling having been "Jacquard." To the same family belonged Joseph Marie Jacquard, the famous French mechanic and inventor, who, about the year 1801, invented the Jacquard loom. D. C. Jaccard attended school until he was eleven years of age and then began serving his apprenticeship to the watchmaker's trade, thus qualifying himself for the business in which he has since become famous. Thereafter until 1845 he divided his studies and his work as an apprentice, and then went to Lausanne, where he entered upon a course of study at the normal school, which it usually required three years to complete. Bending all his energies to the work, however, he completed the regular course in eighteen months and graduated first in a class of thirty-five. He himself defrayed the expense of this course of educational training by acting as a tutor two hours of each day and working at his trade during vacations. After his graduation he taught school a year, and at the end of that time, in 1848, he came to the United States to join his relatives, Louis and Eugene Jaccard, then in business in St. Louis. Louis Jaccard, who arrived in St. Louis in 1829, founded the house with which he became connected, in 1830, under the firm name of Jaccard & Recordon. Six years later Eugene Jaccard became a partner in the firm, the name of which was changed to Jaccard & Co. In 1844 these partners sold their establishment, but a year later resumed possession of it, conducting it together until January, 1849, when Eugene Jaccard become sole owner. In 1853 he admitted to partnership with him A. S. Mermod, and in 1855 D. C. Jaccard, under the firm name of E. Jaccard & Co., and under this name the business was continued until 1864. Messrs D. C. Jaccard and A. S. Mermod then associated themselves together and purchased a jewelry establishment under Odd Fellows' Hall, at the corner of Fourth and Locust Streets, and associating with themselves C. F. Mathey, founded what is now one of the most famous jewelry houses in the United States under the name of D. C. Jaccard & Co. In 1873 the firm name was changed to Mermod, Jaccard & Co., with the same partners, and this in turn was succeeded by the present Mermod & Jaccard Jewelry Company in 1883. Of this corporation Mr. Jaccard is vice-president, and in its upbuilding he has been a most potent factor. The house has long had its own watch manufactory at Ste. Croix, Switzerland, and has also a house in Paris, and representatives in various cities of the Old World, through whom large importations are made for their American trade. Although he has been an eminently successful merchant, Mr. Jaccard has led a quiet life outside of commercial pursuits. As treasurer of the "Societe du Sou par Semaine," he distributed during the Civil War over twenty thousand dollars to relieve the wants of those who suffered from the effects of the great struggle then going on, without regard to their sympathies either with the North or the South. In 1868 he was appointed vice-consul for Switzerland at St. Louis, and served in that capacity for many years. He married, in 1855, a Miss Chipron, daughter of J. G. Chipron, brother-in-law of Rev. Dr. Grandpierre, of Paris, France. Mrs. Jaccard was a Parisian by birth, but came with her father's family to Highland, Illinois, in 1848.

Jackson, George P. B., lawyer, was born November 28, 1846, in Pittsburg, Pennsylvania. His father was George Jackson, an English gentleman who established himself in the South many years before the Civil War, and engaged in sugar planting and other enterprises in that region. His mother, whose maiden name was Anna A. Gillis, was born in Philadelphia, and came of a family which emigrated to Pennsylvania from the north of Ireland. Mr. Jackson's early boyhood was passed in part in the South, and in part in Ohio, and he was being fitted for college at Dayton, Ohio, when the Civil War began. Being strongly Southern in sympathy and unable to return to their home in Louisiana after

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the outbreak of hostilities, his family went to Canada and remained there until the war ended. During the years 1863 and 1864 Mr. Jackson attended the law school of Michigan University at Ann Arbor, and while in Canada, also read law under the preceptorship of Judge William Pryor, afterward of the Kentucky Supreme Court, and Joshua Bullitt and Frank Rodman, both of whom were eminent members of the Kentucky bar. At the close of the war he returned with his father's family to Louisiana, and in that State he was admitted to the bar in the autumn of 1866. After practicing for a time at Thibodeaux, Louisiana, he removed to Missouri and established himself in practice at Sedalia. In 1876 and again in 1878 he was elected prosecuting attorney of Pettis County, and while serving in that capacity secured the first conviction in a capital case and the first enforcement of the death penalty which had ever occurred in that county. In 1879 he formed a partnership with John F. Philips, and when Judge Philips was elected to Congress, in the same year, the business of the firm was left entirely in Mr. Jackson's hands. Their partnership was dissolved in 1882 on account of the appointment of Judge Philips as a member of the Supreme Court Commission of Missouri, and for three years thereafter Mr. Jackson continued the practice of law without a professional associate. He then entered into partnership with John Montgomery, and the firm of Jackson & Montgomery continued in existence until 1895. In 1888 this firm became attorneys for the receivers of the Missouri, Kansas & Texas Railroad Company, and when the receivership terminated, Mr. Jackson became general attorney for the reorganized company. This caused his removal to St. Louis, and he has since been recognized as one of the able and accomplished members of the bar of this city. Regarding the law as a "jealous mistress" he has been a devotee to his profession, giving no heed to the allurements of politics and declining on more than one occasion nominations for Congress, which would have been equivalent to elections in the Sedalia district. In 1877 Mr. Jackson married Miss Mollie Vest, daughter of United States Senator George G. Vest, of Missouri. Their children are George Vest, Margaret Sneed and Sallie Vest Jackson.

Jackson Place.—The middle one of the three circular tracts of land known as "the three circles," dedicated to public uses by Messrs. Chambers, Wright and Christy in 1816, as a part of the North St. Louis town site. It is formed from portions of two blocks of ground bounded by Eleventh, Twelfth, Benton and Monroe Streets. Two broad pathways intersect the park, and in the center is a fountain, twelve feet in height, from which the water falls into a circular stone basin. The only building in the park is a keeper's lodge. The grounds are nicely shaded and the place is a popular resort in summer for those living in its immediate vicinity.

Jacksonville.—The name given to a town laid out on the river bank opposite St. Louis, soon after Piggott's ferry was established. The entire town site was washed away by the river.

Jacoby, Ludwig S., clergyman, was born in Germany, of Jewish ancestry, October 21, 1813. He acquired a German education, including ancient languages. He was baptized by a Lutheran minister in the Christian faith in 1836. He came to America in 1839, located in Cincinnati, and there became a member of the Methodist Episcopal Church, under William Nast, the founder of Methodism among the Germans. He was licensed to preach and was sent as a missionary to the Germans in St Louis, in 1841. He spent two years in mission work north of Franklin Avenue, and Salem Church, opposite Carr Place Church, is a monument to his ministry. In 1843 he commenced mission work in South St. Louis, and the present Memorial Church on South Jefferson Avenue is a memorial of his ministry in South St. Louis. In 1849 he was sent on a Methodist mission to Germany and spent twenty-two years there, filling the highest positions incident to his work. He returned to St. Louis, served a church here and died here in old age.

Jaeger Saengerbund.—See "Music in St. Louis."

Jail Deliveries.—In the latter part of September, 1826, three notorious felons escaped from the old St. Louis jail by cutting through the wall of the building. John Brewer, who had been sentenced to death for

the crime of perjury, was one of the prisoners who escaped, and the others were Patrick Soye, convicted of manslaughter, and French Strother, charged with murder. In November of 1829 Charles Gibson, Wilkins Elder, Joseph Johnson and Daniel Bennett forced the locks of the jail door at midday, with a pair of shears, and escaped. On the 28th of February, 1838, John Duncan, Thomas Forbes, John Barr, Obediah Whitehouse and George Thompson cut a passage through the ceiling of the jail and made their escape by that means. July 2, 1840, nine prisoners escaped from the jail, with the assistance of a woman, who picked the lock that held the bar to the inner door. In this instance the iron gratings which guarded the outer door were cut with saws made from the mainspring of a watch. The names of eight of the persons who escaped on this occasion were John Dushat, William Atkinson, John Jones, Benjamin Gray, James Fungale, Rosanna McDonald, Benjamin Hogany and John Lewis. November 10, 1848, William Jones, C. C. Clark, William Smith and Robert Besaria made their escape from the new St. Louis jail, which had taken the place of the first one erected. In April of 1852, James Andrews, Dick Jones, George Snell and George Schmidt escaped from the same jail. Jones was under sentence of death for murder. April 8, 1854, Martha Green and Margaret Fennegan picked their way out of the part of the jail set apart for the women. July 28, 1861, twenty-eight prisoners escaped from the jail at one time by assaulting and overpowering the deputy jailer. July 11, 1878, John McCormack, a condemned wife-murderer, escaped through the cell inlet to the small sewer leading into Mill Creek sewer. He was never again heard of, and is supposed to have perished in the sewer. September 20, 1882, Jack Shea and Frank Fone slipped their handcuffs at the jail door as they were being taken in after trial. Both were recaptured, but Shea killed a police officer before being taken into custody. November 4, 1885, Jack Shea, John Cunningham, Frank Fone and "Skippy" Dean escaped from the jail by climbing to the roof and sliding down the iron water-spouts and lightning-rods. October 2, 1891, Jack Shea, Watt Jones, Frank Murphy, George Walsh, John Morgan, Henry Sepp, Edward Leubert, George Logan, Daniel Casey and John Orrick escaped through the jail kitchen, having secured a key to the intervening jail door. September 19, 1893, "Jimmy" Bryant, "Ted" Kelleper, "Skinny" Carr, William Blagdean, "Micky" Mack and Ed. Foss escaped from the cage of the criminal court by forcing the bars of the window leading to the roof. All were recaptured. April 5, 1896, Harry Horracks climbed the girders to the skylight, gained the roof and made his escape by that means. He was soon recaptured. June 22, 1896, Noble Shepard, under sentence of death for murder, sawed a panel out of the back of his cell, crawled across the jail yard through the sewer, scaled the jail wall and escaped. He had not been recaptured in 1897. In the afternoon of August 30, 1897, Thomas O'Malley, Frank Heffernan and William Rohan, chronic criminals, let themselves out of the jail with a key which O'Malley had extracted from the desk of a guard. Rohan and Heffernan passed through the jailer's residence in making their escape.

Jails in St. Louis.—The old round tower, which stood on the west side of Third Street, between St. Charles Street and Washington Avenue, first served the purpose of a jail in St. Louis and was occupied as such until the completion of a county jail in 1819. Provision for the erection of this jail was made in 1816, when the Legislature of the Territory passed an act authorizing its construction by St. Louis County. A commission, composed of Theodore Hunt, A. F. Saugrain, Charles Gratiot, William Christy and Thomas Brady, selected Lot 49, at the corner of Sixth and Chestnut Streets, donated by J. B. C Lucas, as a site for the proposed building. Work on the building was begun early in 1818 and it was completed about the beginning of 1820. According to the city directory, published in 1821, the building was of stone, two stories in height and thirty by seventy feet in dimensions. It served the purpose for which it was designed until replaced by a larger and more secure building, on which work was begun in 1841. Additions were made to this building from time to time as such additions became necessary to meet an increased demand for jail accommodations until 1871, in which year the jail at the Four Courts was first occupied. The old jail property, including all the buildings on the lot at the southeast corner of Sixth and Chestnut Streets, was sold at auction on the 20th of June, 1871, Dr. Rudolph Bircher becoming the owner at that

time. The Four Courts, one of the most conspicuous public buildings in St. Louis, was built after plans designed by Thomas P. Walsh, and in the rear of the main central structure was erected the building which has since served as a city jail. Its location is the square bounded by Clark Avenue, Spruce Street, Eleventh and Twelfth Streets. (See, also, "Four Courts.")

January, Derrick A., merchant, was born in Lexington, Kentucky, in 1814, son of Thomas January, who was prominent among the pioneer merchants of Lexington. He spent the first sixteen years of his life in the city of his birth, and then removed with his widowed mother to Louisville, Kentucky. He had obtained a good English education, and at Louisville was employed for some time in the printing office of the "Advertiser" newspaper, adding to his practical knowledge of business affairs through that connection. He had inherited from his father the mercantile instinct, and in 1832, removing to Jacksonville, Illinois, he associated himself with his brother in a general merchandising business at that place. Their enterprise prospered surprisingly, and in the winter of 1836-7, when his family removed to St. Louis, he found himself in possession of capital and experience, which justified him in entering upon a much more important commercial venture. Associating himself here with other gentlemen, he established the wholesale grocery house of January, Stettinius & Company, a house which at once took rank among the foremost establishments of St. Louis, and continued to hold that position through a long term of years. For nearly forty years Mr. January was at the head of this commercial institution, which weathered numerous financial storms and passed through monetary panics, like those of 1857 and 1873, with its credit unshaken and its good name unimpaired. He retired from active participation in business affairs in 1875, with a large fortune and the record of having been continuously successful from the founding of his commercial enterprise to the date of his retirement. His operations had extended throughout the West and the Southwest, and to retail merchants everywhere his name was more familiar than that of almost any other citizen of St. Louis. His accumulations gave him the ability to promote various enterprises, helpful to the commerce and growth of St. Louis, and his public spirit was made manifest in many ways and on numerous occasions. He was one of the builders of the first Lindell Hotel, in which he was a large shareholder, and, after the destruction of this building by fire, was a moving spirit among those who brought about its rebuilding and rehabilitation. The Merchants' Bank came into existence as a result of the enterprise of Mr. January and other gentlemen, and he was also one of the founders of the United States Insurance Company, and president of the St. Louis Mutual Life Insurance Company for a period of four years. He was one of the most active members of the Chamber of Commerce and served as president of that body of leading business men. Four years after his retirement from business, July 19, 1879, his death occurred and occasioned profound regret among his contemporaries in commercial and business circles. The feeling entertained for him in the high circles in which he had moved and by those who had been most intimately associated with him in the affairs of life was aptly expressed in a series of resolutions adopted by the Merchants' Exchange, in which the following tribute was paid to him as a man and a citizen: "No man less ostentatious, less attracted by the allurements of personal ambition, ever attained a position of more influence or possessed a more commanding hold upon the affectionate regard of his fellow-citizens. With no desire for public place, he was far from indifferent to the cause of public affairs, and by all the means in his power he aided every movement designed to purify and elevate the government of city, State and nation. In business he was the embodiment of the soul of honor and the spirit of enterprise. The growth and prosperity of our city and State, the extension of our commercial relations, the promotion of every element of progress, and the encouragement of all influences tending toward culture and refinement seemed ever present in his brain and heart. Coming to St. Louis in 1837, he soon took a leading position among the merchants of the city, and his house became known all over the country as standing with the highest in the magnitude of its transactions and in point of honorable dealing. His manners were dignified, courteous and elegant, and in social life, no less than in the walks of commerce, he was conspicuous for his urbanity and modest bearing. At home he was consid-

erate, kind and cheerful; at all times he was even tempered, benevolent and just. . . . In all relations of life the deceased was a true man." Mr. January was twice married—first, in 1842, to Miss Mary Louisa Smith, stepdaughter of the late Jesse G. Lindell, by whom he had three children, the first of whom died in infancy. In 1860 he was married to Miss Julia C. Churchill, of Louisville, Kentucky, who, with five children, survives him.

Jefferson and Adams Memorial Services.—Both John Adams and Thomas Jefferson, second and third Presidents of the United States, respectively, died on the 4th of July, 1826. News traveled slowly in those days and St. Louis did not learn of the death of these illustrious men until July 28th following. On that day Mayor William Carr Lane issued a proclamation calling a public meeting of citizens to take appropriate action in this connection. At this meeting it was arranged that memorial services should be held in the "New Presbyterian Meeting House," on Sunday following, and that on Monday following minute-guns should be fired at regular intervals from twelve to one o'clock p. m. These arrangements were carried out and the people of St. Louis thus paid their tributes of respect to the dead statesmen.

Jefferson Barracks.—One of the most noted landmarks on the Mississippi River, was established as a military post by the War Department in 1826. It was at first designated as the "New School for Instruction" for the training of soldiers. The tract embraced 1,702 acres, and was, until 1824, a portion of the commons belonging to the village of Carondelet, now a part of St. Louis. It was leased by the old village to the United States, with a view to getting a market near by. A quit-claim deed to the tract was given to the United States by the corporation of Carondelet in 1854, when a patent was granted for the balance of the original commons. Afterward an unsuccessful effort was made by Carondelet to recover the land, an account of which will be found under the heading "Carondelet Land Claim." In the commonly accepted accounts it is stated that the site for the barracks was selected by General Jacob Brown, the general-in-chief of the army, implying that the selection was made after a personal inspection. But according to the recollection of the late Richard Dowling, the general did not visit the barracks until some progress had been made in the work of construction. Dowling was a carpenter's apprentice, and was employed in making window frames for the barracks when General Brown, whom he saw, visited the place. But however this may be, the selection was an excellent one. The site has been approved as the most eligible cantonment in the whole country, and was warmly cherished by all the old army officers who have been stationed there. An officer, seldom quoted, stopping at the post in 1827, writes that the location is situated amid gently rolling hills, crowned with lofty forest trees, without undergrowth save grass and wild flowers. Yet, as the buildings were in the process of erection, with none completed fit for habitation, the first troops ordered there must have suffered great inconveniences. The following may give a slight glimpse of the situation in 1827-8: The soldiers lived in huts and tents, protected by long fences in front. One of the regiments was in cantonment on the south side of the first hill. On the crest of the hill were extensive stone barracks in progress. Lower down were encamped the First Infantry, some staff and other officers with their families. They occupied huts in very detached situations. The tedium of existence was only enlivened by the music of a full band, the musicians occupying what, by comity, was called the "grand parade," shaded by venerable trees. By Christmas the Sixth Infantry got into stone barracks, yet unfinished and uncomfortable. On the 8th of January the First Regiment gave a splendid ball in an unfinished barrack. There was a display of flags and hundreds of bright muskets, with a candle in the muzzle of each, furnished the needed illumination. The elite from St. Louis and Louisville were present, and beauty added its spell to the charming scene. The barracks were planned and their erection begun under the superintendence of General Henry Atkinson, of the Sixth Infantry. In 1837 the buildings were completed, and occupied by the First and Sixth Infantry. They were built of gray limestone, much of the masonry being done by the soldiers at a cost, it is stated, of only $70,000. It was originally intended to accommodate twenty-two companies. The barracks were built on three sides of the parade ground, leaving the front open to the river. There were four blocks of officers' quarters.

two stories high, with porticoes in front, and garrets and basements. The first two were each 110 by 36 feet, with sixteen rooms each; the others 120 by 26 feet, with twenty rooms in each. The soldiers' quarters stood east and west between the quarters for officers, one story high, with basement in the rear. About 500 yards north of the barracks was the hospital, built of brick, 120 by 24 feet, surrounded by porticoes. This is one of the oldest buildings, and is still in good preservation. The quarters of the commanding officer were near the river, north of the barracks, built in cottage style. South of the barracks, on the river bank, a building 90 by 30 feet was used for storage of subsistence and quartermaster's stores. There were the post stables and other necessary structures.

From Jefferson Barracks, at different times during the subsequent history of the post, numerous expeditions have started out for distant military service, or for exploring purposes. It is stated that prior to 1861 scarcely a regiment in the army had not, at one time or another, been represented there. The military history of Jefferson Barracks up to the breaking out of the Civil War may be thus briefly summed up: In 1831 General Edmund P. Gaines, then in command of the Western frontier, with headquarters at Memphis, started from Jefferson Barracks, with six companies of infantry, for the purpose of pacifying the Sacs and Foxes. At Prairie du Chien he was joined by more companies, and effected his object. The Indian troubles breaking out afresh, General Atkinson, on the 8th of April, 1832, set out from the barracks with six companies of the Sixth Infantry, for the upper Mississippi to chastise the same refractory Sacs and Foxes. In an engagement, August 2, 1832, near Bad Axe River, the Indians were defeated, and the principal chief, Black Hawk, captured, and brought down as a prisoner to Jefferson Barracks. In the spring of 1833 the First Regiment of Dragoons was organized here under Colonel Henry Dodge, with Lieutenant Stephen W. Kearney, Major Richard B. Mason, David Hunter, Edwin V. Sumner, Nathan Boone, Lieutenant Philip St. George Cook and Lieutenant Jefferson Davis as members. A portion of the Second Dragoons, under Colonel David E. Twiggs, with Lieutenant-Colonel Harney, organized here in 1836, and did excellent service in the Florida War. June 14, 1842, General Atkinson, the builder and first commander of Jefferson Barracks, died at that post. In the same year it was the headquarters of the Seventh Infantry, returned from fighting the Seminoles in Florida. The regiment remained until 1844. In 1853 General Newman S. Clarke, commander of the Sixth Military Department, had his headquarters at the barracks. From 1853 to 1856 Colonel Joseph E. Johnston held command of Jefferson Barracks. It was during that time that "Farmer" Grant hauled in and sold cordwood by the load to the garrison. In 1855 Lieutenant-Colonel Edwin V. Sumner was stationed at the post as superintendent, and was succeeded by Colonel Charles A. May. During the Mexican War many troops, recruited in different sections of the Union, were fitted out here and departed for the field of hostilities A regiment of mounted rifles, trained by Major Sumner, also started for the battlefields of Mexico. After the close of the war, the Fifth, Seventh and Eighth Regiments, which had done good service in Mexico, returned to the barracks. After that war, too, Colonel Braxton Bragg organized here his flying artillery, and the gunsheds are still standing, used by the battery for target shooting across the river. Mention may be made, also, of the organization here in 1855 of the Second Regiment of Cavalry, known as "Davis' Pet Regiment," formed while Jefferson Davis was Secretary of War. It was commanded by Colonel Albert Sidney Johnston. The regiment fought forty battles with the Indians of Texas from 1856 to 1860.

The barracks continued to be an important military post until the breaking out of the Civil War, when it was transformed into a general military hospital. Previous to that time the barracks were used as a cavalry depot, from whence many recruits were sent for service in the far West. Before and up to the time of the Civil War, the following distinguished officers were stationed at Jefferson Barracks, most of them at a time when they were unknown to fame and holding a subordinate rank: General Henry Atkinson, commander of the right wing of the Western Department, and hero of the Black Hawk War; General U. S. Grant, President of the United States; General Jefferson Davis, President of the Southern Confederacy; General Stephen Watts Kearney, in command of the California expedition in the Mexican War; General David E. Twiggs; General Philip St. George Cook; General David Hun-

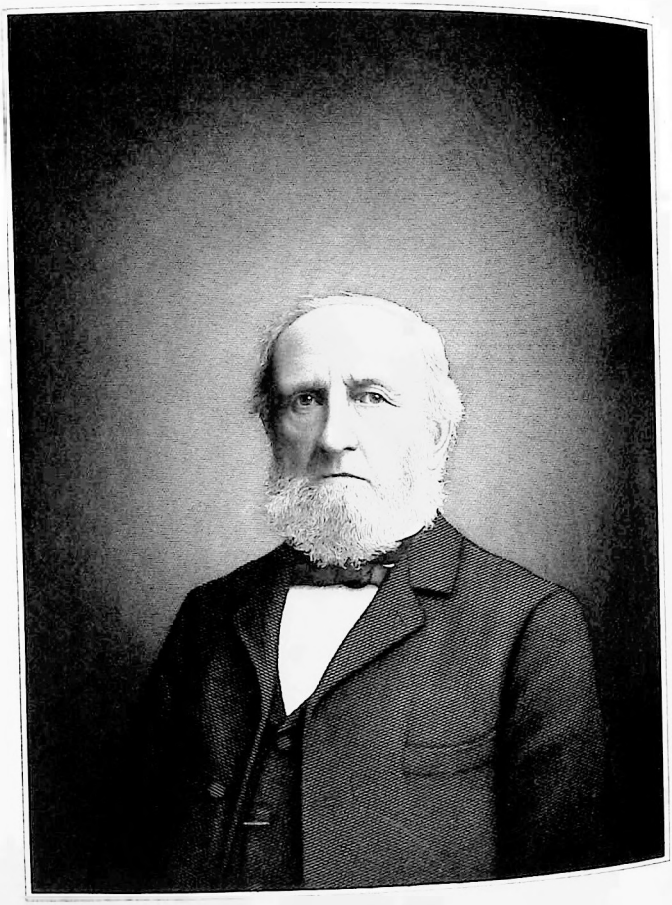
ter; General Richard B. Mason, Military Governor of the California Department during the Mexican War; General Edwin V. Sumner; General Braxton Bragg, of "a little more grape" and Confederate fame; General Winfield S. Hancock, Democratic nominee for President; General Joseph E. Johnston, next to General Lee as a Confederate commander; General Mansfield Lovell; General Robert E. Lee, the Confederate chieftain; General William J. Hardee, of "Hardee's Tactics;" General Edmund Kirby Smith; General Earl Van Dorn, in command of the Confederates at Pea Ridge, March, 1862; General George H. Thomas; General George Stoneman, chief of cavalry under General Hooker and Governor of California, in 1883; General John B. Hood; General Fitzhugh Lee; Colonel Francis Lee; and General D. M. Frost. Among the illustrious visitors at the barracks were General Brown, the hero of Lundy's Lane; Daniel Webster, who crossed the river and killed a deer; and General Grant, while President of the United States.

By order of the government, in the fall of 1862 the work of erecting additional buildings for hospital wards was commenced. They composed nine one-story houses, each 610 feet in length, with a capacity for 3,000 patients. Surgeon John F. Randolph took charge of the hospital, and was commander of the post in 1863.

After the close of the Civil War the barracks were used as a garrison for troops for a short time, and by order of General Sherman in 1867 they were abandoned as such. They were transferred to the engineer corps and used as an engineer depot, garrisoned by one company of the engineer battalion under command of Colonel P. C. Haines. In the meantime ground was set apart for the ordnance department and a large depot for gunpowder, under command of Colonel Franklin D. Callender. On the south, at the same time, was located the National Cemetery. Following the engineers' occupancy, the whole place, with the exception of the cemetery, was transferred to the ordnance corps, with Captain James H. Rollins, a son of James S. Rollins, in command. He was succeeded by Captain Lawrence S. Babbett, and he by Major John W. Todd. On the death of the latter, Major John James R. McGinness took command of a portion of the reservation known as the powder depot. Another change was made when, in July, 1878, General John L. Gregg moved the cavalry depot from the Arsenal to Jefferson Barracks, on account of the smallness of the former post. Thus Jefferson Barracks was transformed from an engineers' and ordnance department to a cavalry post. The succeeding commanders have been General Samuel Sturgis, afterward transferred to the Arsenal; Colonel Thomas H. O'Neill; Colonel Albert G. Brackett; General Eugene A. Carr; Colonel Cuvier Grover; Major Alexander J. Perry; Colonel Reuben A. Bernard; Colonel S. B. M. Young; Colonel S. S. Sumner, son of Edwin V., and now in command of Fort Meyer near Washington; Colonel George A. Purrington; Major Samuel M. Whiteside; Colonel Guy V. Henry and Major H. W. Wessel.

In 1898 new buildings were being erected, and when the improvements are completed according to the plans adopted, which will require several years, the old post will have undergone a perfect transformation. Within three years previous to that date fifteen new buildings were put up and $76,000 was appropriated for building improvements, surrounding what is to become the new parade ground. Among these are six new officers' quarters, with each holding two or three families, also two sets of soldiers' quarters. Each building has two troops of cavalry. A large, new building, the club house or bachelors' quarters, is near the street car station. Nine old buildings were standing in 1897 around the parade ground, including the guard house, and the old quartermaster's storehouse. There were eight large cavalry stables on the south side of the garrison. Only two cannon were then at the barracks, both brass twelve-pounders, used for firing salutes. The total number of soldiers at the barracks in May, 1897, was 469. The number of civilians, officers' and soldiers' families, was 235. An electric street car line connects Jefferson Barracks with the city of St. Louis, with a change at Carondelet. Prominent citizens of St. Louis visited Washington toward the close of the year 1897 to impress upon the War Department the importance of Jefferson Barracks as a military post, and in 1898 the garrison was materially strengthened and the post was raised to the dignity of a brigadier-general's command.

WILLIAM FAYEL.



Daniel T. Jewett

Jefferson Club.—The Jefferson Club Association was organized in the city of St. Louis on July 24, 1892, and was chartered the same year. It is entirely political and exclusively Democratic, its declaration of principles being in accordance with the doctrines taught by Thomas Jefferson. It was first known as the St. Louis Democracy, out of which organization the club was formed, it having existed some time before. Its early founders and first officers were: Thomas M. Knapp, president; B. H. Hawes, first vice-president; H. W. Bond, second vice-president; and D. N. Sharpe, secretary. The club started out with about 200 members, and, in 1898, had a membership of 680. It has a hall and reading room at 3022-24 Olive Street, and holds its general meetings on the third Thursday of each month. The club has wielded large influence in the politics of the city and State, and is one of the most influential political organizations of the Democratic party in Missouri.

Jenny Lind's Visit.—Jenny Lind, who later became Madame Goldschmidt, the famous Swedish singer, visited St. Louis in 1851, and gave her concerts in Wyman's Hall, on Market Street. She was rapturously received by the music-loving public of the city and as high as $350 was paid for a single reserved seat.

Jewett, Daniel Tarbox, the nestor of the St. Louis bar in 1898, was born September 14, 1807, in the town of Pittston, Maine. The story of his life is best told in an autobiographical sketch written for his family as follows: "My father's name was Daniel Jewett, born in Hopkinton, New Hampshire, in 1765. He was a son of John Jewett, of Hopkinton, New Hampshire, and a lineal descendant of Joseph Jewett, who came to America from England in 1638 and settled at Dorchester, but soon removed to Rowley. All the Jewetts in America, so far as known, are descendants of said Joseph or his brother, Maximilian, who came to America with him. My mother's name was Betsey Tarbox, of Saco, Maine. She was visiting her aunt in Gardner, Maine, when my father made her acquaintance. My father came to Pittston, opposite Gardner, on the Kennebec River, in 1787. My father and mother were married in Gardner, Maine, April 2, 1791. They had seven children, of which Daniel T. was the youngest. There were five brothers and two sisters. The oldest sister, and the oldest child, lived till she was one hundred years and twenty days old. The other sister and two brothers were about ninety years old when they died. About 1790 my father bought a hundred acres of land in Pittston, covered with a growth of beach, birch and maple trees, and "cleared up" about eighty acres of it and put it into grass and pasture and tillage land before my recollection. The same farm has been owned by the family ever since, and is now owned by a grandson. He also owned what is called in Maine 'pine timber land,' and in the winters he cut and hauled pine logs to a saw-mill which he owned, and sawed them in the spring and shipped the boards to Boston for sale. The neighborhood was a prosperous farming community, and we had a 'town school' of forty to fifty scholars for about three months in the winter, taught by a master, and for about two months in the summer, taught by a mistress.

"I worked on the farm in the summer, as soon as I was old enough, and took care of the cattle and sheep in the winter, and went to the schools in the winter and also in the summer until too large for the mistress to teach. When I was seventeen years and about six months old my father allowed me to quit the farm and to commence the study of Latin and Greek to fit for college. My next older brother was then in college. He was five years older than I. I entered Waterville College, in Maine (now called Colby University), in September, 1826. I remained there two years. It was a 'Baptist college,' and in 1828 the head professor was chosen president of the Columbian College, in Washington City, D. C., and he persuaded me to leave Waterville and go to Washington to the college over which he was to preside. I did so, and graduated from that college in 1830. The late Dr. W. G. Eliot, of this city, was a classmate in Washington. At that time many of the greatest men of the country were members of Congress—Webster, Benton, Calhoun, Hayne, Wright, of New York, and others. I heard them all speak in the Senate. John Quincy Adams was President till March, 1829, and Henry Clay was Secretary of State. I frequently saw them both and have shaken hands with Adams at his levees, as all well-behaved persons were allowed to do. I saw General Jackson inaugurated his first term, March,

accomplished. Much valuable assistance was rendered by the vice-president, Rev. H. J. Messing, and the superintendent and collector, Adolph Isaacs. Other officers were: William Stix, treasurer, and Albert Arnstein, secretary. In October, 1897, the amalgamation of the four main charity distributing societies was effected under the name of "The United Jewish Charities" of St. Louis. The societies that united were: The United Hebrew Relief, The Sisterhood of Personal Service, The Ladies' Zion Society, and The Hebrew Ladies' Sewing Society, each of these societies to maintain its organization, but not to extend relief except through the main office, and to be represented on the board of the main society. The first board of officers elected were: President, Moses Fraley; first vice-president, Rev. H. J. Messing; second vice-president, Mrs. Jonathan Rice (president of the Sisterhood of Personal Service); treasurer, William Stix; secretary, Albert Arnstein; directors, Messrs. Sol. Boehm, Louis Brey, Samuel Bauman (who acted as secretary during the first period of organization), A. Plessner, Rev. Samuel Sale, Dr. M. I. DeVorkin, Isaac Schwab, and Moses Summerfield. The lady representatives of the other societies were: Mesdames Louis Glaser, Lewis Godlove, H. Lindenbaum, Morris Sale, and J. P. Weil. Adolph Robi was engaged as superintendent and collector, and Mrs. S. Samuels as matron. The main office for distribution of relief was located at 603 North Third Street, formerly occupied by the United Hebrew Relief Association. This organization distributes monthly between $1,200 and $1,400 in groceries, fuel, cash relief, peddler supplies, tools, medicines, and physician and hospital treatment. The deserving poor who, through sickness or some other cause, are unable to work receive their pension at home, and each new application for relief is thoroughly investigated before it is acted upon. The society also maintains a kindergarten for very young children at 906 North Eleventh Street, where there is also a free library and reading room.

Other Jewish charitable societies which have not joined the United Jewish Charities are: The Hebrew Ladies' Widows' and Orphans' Society, The Ladies' Hebrew Relief Society, and The Home for Old, Aged and Indigent Israelites, on South Jefferson. Educational societies are: The Hebrew Free and Industrial School Society, founded in 1870 by Rev. H. J. Messing, and first presided over by Mr. J. B. Greensfelder, now located at the corner of Fourth and Washington Avenue, where over three hundred children are instructed in religion, Hebrew and Jewish history, on Saturday and Sunday, and about one hundred and fifty girls are taught all kinds of needle-work and dressmaking on Tuesdays and Thursdays after school hours, this class being non-sectarian; The Jewish Alliance Night School for Emigrants, mainly Russians, from the age of fifteen to thirty and over. About three hundred men and women, young and old, are taught four evenings in the week the English language and American customs and institutions. The society for maintaining this school was established by the late Professor William Deutsch, and is presided over by Mr. Elias Michael. Rev. M. Spitz, editor of the "Jewish Voice," the only Jewish weekly of St. Louis, established some years ago the "Jewish Voice Shoe Fund," which distributes every winter hundreds of pairs of shoes to the children of the Jewish poor.

Jewish Fair.—A notable event in the history of charitable enterprises in St Louis was the Jewish Fair, held in December of 1898. The fair was given at the Coliseum, and was a great social attraction as well as a movement designed to aid the worthy poor of the city. The gross receipts of the entertainment were more than forty-four thousand dollars, and after all expenses were paid more than thirty-seven thousand dollars remained to be applied to charitable purposes.

Jews and Judaism.—It is no easy task to fix the exact date when the first Jews landed on American soil. It is shown, however, by no less an authority than Dr. M. Kayserling, who has made this question the subject of special and minute research, that there were secret Jews (Maranos) with Columbus on his first voyages to this country, and that one of them settled in Cuba. Owing to the hostile attitude of the world toward the Jews, they have been wanderers on the face of the earth from the most ancient times, and this enforced itinerancy must have generated in them somewhat of a migratory tendency. The cruel treatment to which they were subjected by the inquisition under Ferdinand and Isabella, ending in their total expulsion from Spain, must have made every prospect of es-

cape from their intolerable condition, however uncertain, appear a most welcome deliverance, and we might therefore assume, even if there were no proof, with a degree of probability amounting almost to certainty, that as many of them as were permitted eagerly embraced the opportunity afforded by the expeditions of Columbus of seeking refuge and a home in distant lands. The example of Benjamin of Tudela, who traveled for eight years through the greater portion of Southern Europe, Asia and Africa, proves that the Jews were not averse to making voyages of exploration. Indeed, their devotion to the sciences generally, and to those of astronomy, mathematics and geography in particular, fitted them not only to make tables and charts for others, but must often have inspired in them the courage and the curiosity of the pioneer and the explorer. There are evidences that there were Jews in Maryland early in the seventeenth century, but the first large and important settlement took place in the year 1654, in the city of New York, or as it was then called, New Amsterdam. The twenty-seven persons, men, women and children, who arrived in New York in the autumn of 1654 came from Bahia, in Brazil. The Dutch Jews were largely interested in the West India Company, but when the Portuguese re-established their power in Brazil and the Jews were no longer protected in the exercise of their religion, they sought refuge in the Dutch colony in New York, where they hoped they might enjoy the same tolerance which had been wisely accorded by the States General in Holland to all religious sects.

When once the stream of immigration to this country had fairly set in it continued to flow on without intermission, but with more or less rapidity, the measure of which was determined by the political and social status of the Jews in the lands in which they lived beyond the sea. Thus while they could be found in limited numbers in all the larger centers of our country during the colonial period, and in some instances had attained positions of prominence and influence even before the Revolution, it was only in the early decades of this century, and especially in the period between 1830 and 1840, probably as a result of the reactionary influences consequent upon the French Revolution, that the tide of immigration from Southern Germany and Austria set in with any considerable force. Many of the Jews who came to this country, fleeing from the petty limitations and oppressive laws to which they were still subjected at the time we speak of, settled in the West and formed the nucleus of many of the large and flourishing congregations which have since grown up there. St. Louis is the oldest Jewish settlement in the Mississippi Valley. In 1764 Louisiana, then comprising the whole of the territory known as the Mississippi Valley, was ceded to Spain, and as no Jews were permitted to live in its domains, it is quite natural that we should find none of them there before 1803, when it was acquired by our government through purchase from France, to which it had been ceded back by Spain in 1800. As early as 1816 Jews lived in St. Louis, three years before the first steamboat landed here, and four years before Missouri was admitted into the Union as a State. Wolf Bloch, born in Schwihau, Bohemia, who had come to Baltimore toward the close of the last century, is generally regarded as the pioneer of the numerous members of his family, who, at his instance, left their Austrian home and settled down to their new fortunes in and around St. Louis. The experiences of these first colonists in St. Louis were the same as those of their brethren in faith everywhere throughout the South and West in those early days. Inasmuch as they found no kindred associates either in race or religion, they soon became lukewarm, or, marrying into Christian families, they fell away from their faith altogether.

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accomplished. Much valuable assistance was rendered by the vice-president, Rev. H. J. Messing, and the superintendent and collector, Adolph Isaacs. Other officers were: William Stix, treasurer, and Albert Arnstein, secretary. In October, 1897, the amalgamation of the four main charity distributing societies was effected under the name of "The United Jewish Charities" of St. Louis. The societies that united were: The United Hebrew Relief, The Sisterhood of Personal Service, The Ladies' Zion Society, and The Hebrew Ladies' Sewing Society, each of these societies to maintain its organization, but not to extend relief except through the main office, and to be represented on the board of the main society. The first board of officers elected were: President, Moses Fraley; first vice-president, Rev. H. J. Messing; second vice-president, Mrs. Jonathan Rice (president of the Sisterhood of Personal Service); treasurer, William Stix; secretary, Albert Arnstein; directors, Messrs. Sol. Boehm, Louis Brey, Samuel Bauman (who acted as secretary during the first period of organization), A. Plessner, Rev. Samuel Sale, Dr. M. I. DeVorkin, Isaac Schwab, and Moses Summerfield. The lady representatives of the other societies were: Mesdames Louis Glaser, Lewis Godlove, H. Lindenbaum, Morris Sale, and J. P. Weil. Adolph Robi was engaged as superintendent and collector, and Mrs. S. Samuels as matron. The main office for distribution of relief was located at 603 North Third Street, formerly occupied by the United Hebrew Relief Association. This organization distributes monthly between $1,200 and $1,400 in groceries, fuel, cash relief, peddler supplies, tools, medicines, and physician and hospital treatment. The deserving poor who, through sickness or some other cause, are unable to work receive their pension at home, and each new application for relief is thoroughly investigated before it is acted upon. The society also maintains a kindergarten for very young children at 906 North Eleventh Street, where there is also a free library and reading room.

Other Jewish charitable societies which have not joined the United Jewish Charities are: The Hebrew Ladies' Widows' and Orphans' Society, The Ladies' Hebrew Relief Society, and The Home for Old, Aged and Indigent Israelites, on South Jefferson. Educational societies are: The Hebrew Free and Industrial School Society, founded in 1870 by Rev. H. J. Messing, and first presided over by Mr. J. B. Greensfelder, now located at the corner of Fourth and Washington Avenue, where over three hundred children are instructed in religion, Hebrew and Jewish history, on Saturday and Sunday, and about one hundred and fifty girls are taught all kinds of needle-work and dressmaking on Tuesdays and Thursdays after school hours, this class being non-sectarian; The Jewish Alliance Night School for Emigrants, mainly Russians, from the age of fifteen to thirty and over. About three hundred men and women, young and old, are taught four evenings in the week the English language and American customs and institutions. The society for maintaining this school was established by the late Professor William Deutsch, and is presided over by Mr. Elias Michael. Rev. M. Spitz, editor of the "Jewish Voice," the only Jewish weekly of St. Louis, established some years ago the "Jewish Voice Shoe Fund," which distributes every winter hundreds of pairs of shoes to the children of the Jewish poor.

Jewish Fair.—A notable event in the history of charitable enterprises in St. Louis was the Jewish Fair, held in December of 1898. The fair was given at the Coliseum, and was a great social attraction as well as a movement designed to aid the worthy poor of the city. The gross receipts of the entertainment were more than forty-four thousand dollars, and after all expenses were paid more than thirty-seven thousand dollars remained to be applied to charitable purposes.

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agogue and home, cold and unsympathetic in all their trials and struggles, their hopes and aspirations, and then when the shadow of the tomb falls upon him assert that he has always been with them—to us this notion is preposterous. A man's religion is his life, and Judaism would have had little hope of a strong foothold in St. Louis if most of its earliest representatives had been nothing but cemetery Jews. Indeed, there is no religion which is so entirely dependent for its existence upon the soul's homage, and the living, active and enthusiastic convictions of its votaries, as Judaism. What it lacks in numbers it must make up in sincerity and devotion. It has none of the extraneous helps and props by which the various Christian churches are supported. The Jews have no organization or government to which either their congregations or their ministers are amenable; each religious society or congregation is supreme and independent, a law unto itself, and is absolutely free from interference from without, both in the management of its affairs and in matters appertaining to its religious faith. The Jews have no pope and no bishop; they have no presbytery and no synod, and even their ministers discharge the offices to which they are called, not by virtue of any ordination in the Christian sense of the term, but simply because they have been chosen for the position by their respective congregations on account of an especial fitness of character and learning supposed to be resident in them.

Any man may discharge the duties of the rabbi or any other functionary of the synagogue, provided he possesses the necessary ability and can command the respect of the community that calls him. Whatever influence a rabbi may exert in his own congregation, or beyond its confines in the wider sphere of his co-religionists, is due altogether to personal causes and qualifications, and not to the office which he holds, which is absolutely without any legally constituted authority. The religion of the Jew must be rooted in his own soul, and reason and conscience are its strongest support and its supreme authority. To form a congregation, therefore, it does not require a dispensation from a higher authority without, but merely the presence of a certain number of Jews who have sufficient knowledge of their ancestral faith and a warm attachment to the principles which it inculcates. Ten men were supposed to constitute a "minyan," or the number required by tradition to hold regular or public services, and, according to our best information, this "minyan" first occurred in St. Louis on the day of the Jewish New Year, 1836. These pious pioneers rented a little room over a grocery store owned by a man by the name of Max, on the corner of Second and Spruce Streets, and there in that modest little temple they held their services, and, like the patriarchs of old, they worshiped the God of their fathers, who had guided them in all their wanderings and had brought them from the house of bondage to a land of religious and civil liberty, and a land that flowed with milk and honey. Out of these small beginnings there grew several congregations, as the influx of co-religionists into St. Louis continued. In those early days the Jews were wont to band together for congregational purposes according to their various nationalities. Thus there was a Polish congregation, which is said to be the oldest organization in our city, and which was constituted largely of members who came from the districts of Austria, Russia and Germany which have been designated by the name of Poland. This, the oldest representative body of our faith, is still living, active and thriving. Its synagogue is situated on the corner of Twenty-first and Olive Streets, and its minister is Rabbi H. J. Messing, a man who is actively engaged in, and largely identified with, the work of the United Hebrew Charities, an organization which unites all of the Israelites of our city and their various benevolent societies under one head and management. The next oldest institution, so it is said, was a congregation of Bohemian Jews, known by the name B'nai B'rith, or sons of the covenant. Then there sprang up a religious body composed of co-religionists hailing from the various parts of Germany, and they assumed the official name of "Emanuel." One of these bodies, Emanuel, probably, worshiped on Broadway, between Washington and Lucas Avenues, in the rear of the firm of Samuel C. Davis & Co., over a livery stable, and the other had a house of worship on Sixth Street. Subsequently these two societies united to form one congregation, under the name of B'nai El, which now worships on the corner of Tenth and Chouteau Avenue. Its minister is the Rabbi M Spitz, who, besides the duties of his clerical office, discharges those of the editorship of the "Jew-

ish Voice," the only denominational organ in our city, and, in fact, the only one in the wide West this side of San Francisco. The reform movement in Judaism, which originated in Germany, and whose object it was to liberalize the synagogue and to bring the Jew and his eternal faith into closer touch with modern life, had hardly become known even in name in the early days of the Jewish settlement in St. Louis. The congregations which we have spoken of were all formed on strictly orthodox lines, and conformed to the traditional ritual and usages of the old-time synagogue. Since their foundation, however, they have yielded to the spirit of the times and introduced changes in keeping with its demands, but, nevertheless, both congregations have remained true to the conservative tendencies which marked their beginning. Of the two the "United Hebrew congregation" is the more conservative. Early in the sixth decade of our century ideas of reform began to assert themselves more vigorously in the B'nai El congregation, and as a consequence thereof a number of its members withdrew and formed a temple association in 1867, with a view to building up a new congregation and erecting a house of worship dedicated to the principles of the radical reform movement. The spiritual concerns of this religious body were administered for two years by a most excellent man and scholar, Neuman Tuholske, who had earned for himself many years before coming to this country the reputation of being one of the most conscientious, profound and clear-headed teachers in the kingdom of Prussia. In 1869 the congregation consecrated its own edifice, a magnificent structure in those days, on the corner of Seventeenth and Pine Streets. It was incorporated under the name of "Shaare Emeth"—gates of truth—and the Rev. Dr. S. H. Sonneschein was called into its pulpit. In 1886 the internal broils and dissensions which had divided the members into factions resulted in a breach, the outcome of which was that quite a number of the influential members withdrew, and, taking Dr. Sonneschein with them for their spiritual guidance, they formed the nucleus of a new congregation, which, under the name of "Temple Israel," dedicated its own house of worship, corner Twenty-eighth and Pine, in the year 1888. For the last seven years the Rev. Leon Harrison, formerly of Brooklyn, New York, has occupied the pulpit of Temple Israel in a very successful and satisfactory manner. In 1895 Temple Shaare Emeth moved from its old sanctuary, and, through the courtesy of the Rev. Dr. Boyd and his church, it was invited to hold its services on Saturday in the home of the Second Baptist congregation, corner Twenty-seventh and Locust Streets. The privilege thus kindly extended was utilized until January of 1897, when the new and magnificent structure at the corner of Lindell and Vandeventer Boulevards was formally given over to its high and holy purpose. Samuel Sale, who was called here from Chicago in 1887, has occupied the pulpit of Shaare Emeth ever since. In accordance with the more modern tendencies of Judaism, Sunday services have been conducted in the two last-named synagogues for more than ten years. The object of these additional services is to afford an opportunity of frequenting the house of worship to those who for some reason can not attend on the traditional Sabbath. Besides the religious bodies which have been mentioned there are quite a number of smaller societies, composed mostly of the Russian refugees, and these are naturally strictly orthodox. The congregation "B'nai Amoonah," situated at the corner of Thirteenth and Carr, as the most prominent orthodox religious body, deserves especial mention. The Rev. Mr. Rosentreter, a most estimable man, is at the head of it. While, as has been said, there in no outward force which holds the Jews of the various religious shades together, and there is no organization of which the different congregations form component parts, yet there is a spiritual bond which unites them and makes them practically a unit in all that appertains to the essential and fundamental principles of their religion, which are, in few, the belief in an all-loving and eternal God, who has created the universe with wisdom and purposive intelligence, and who rules in it with justice, righteousness, and loving kindness. It is this faith which has enabled the Jew to present a solid phalanx to the world, despite all diversities of form and ceremony; which has maintained him in the past, despite obloquy and persecution, and to which he will remain true, while honor and fidelity, love and devotion to home shall hold a place in the human heart. It is this spiritual kinship which makes the Jews practically one family in all matters touching charity and philanthropy, and causes them to sustain in common all their

benevolent institutions. Prominent among these agencies of good, in which all Jews alike participate, there are several which deserve special mention, such as the Home for Aged and Infirm Israelites, the Hebrew Free and Industrial School, the Jewish Alliance School, the Sisterhood of Personal Service, the Ladies' Zion Society, the Widows' and Orphans' Aid Society, the Ladies' Sewing Society, and last, but not least, the United Hebrew Charities, which from day to day dispenses its gifts to the worthy poor, and through its various channels enters the homes of the sick and the needy.

SAMUEL SALE.

Jockey Club.—A club devoted to what has been termed the "sport of kings"—that is to say, horse racing—which was organized in 1828, and gave the first races under its auspices during three days, beginning October 9th of that year. Some famous contests of speed were given on the track controlled by this club. It passed out of existence after a time, but in 1848 a new club bearing the same name was organized, and numbered among its members many of the most prominent citizens of St. Louis. This club laid out a track in an enclosure of eighty acres three miles from St. Louis, on the Manchester Road, and its first race meeting began on the 8th of October, 1848. Like its predecessor, it passed out of existence in the course of time, and in 1877 the St. Louis Jockey Club was organized and chartered with a capital stock of $50,000. This club purchased what was known as the "Cote Brilliante" race track. Its first race meeting began on the 4th of June, 1877. In 1880 the club was reorganized, and in 1882 obtained a new charter. Under its auspices many famous meetings have been held, and it has been one of the noted racing associations of the country.

Johnson, Charles Philip, one of the most eminent criminal lawyers of the Western bar, was born in Lebanon, St. Clair County, Illinois, January 18, 1836, son of Henry and Elvira (Fouke) Johnson. In the paternal line, he is descended from Pennsylvania ancestors, and in the maternal line from Virginia ancestors. His parents were pioneer settlers in Illinois, and Charles P. Johnson was reared and educated in that State, completing his scholastic studies at McKendree College. As a boy he learned the printer's trade, and when seventeen years old, started a newspaper, which he published at Sparta, Illinois, for over a year. When he was nineteen years old he came to St. Louis and began reading law under the preceptorship of Judge William C. Jones and Attorney-General R. F. Wingate. He was admitted to the bar in 1857 and began practicing in this city, taking an active part at the same time, in the "Free Soil" political movement of that period. Nature had endowed him with the gift of eloquence and he almost immediately became one of the most attractive orators connected with this movement, and a trusted lieutenant of Frank P. Blair, who was the recognized leader of the Missouri forces arrayed against the extension of slavery. In 1859 he was elected city attorney of St. Louis, on the ticket headed by Oliver D. Filley, and in the campaign of 1860 he was an active and enthusiastic supporter of Abraham Lincoln for the presidency. When the clashing of interests and ideas between the North and the South finally culminated in Civil War, he was among the Unionists of St. Louis who gave prompt and emphatic expression to their sentiments by enlisting in the Union Army, and early in 1861 he was mustered into the Third Regiment of Missouri Infantry as a lieutenant. This regiment was enlisted for three months, and during his term of service therein Mr. Johnson helped to recruit and organize the famous Eighth Missouri Regiment of Infantry, which he was deputized to tender to President Lincoln. He tendered the services of this regiment to the President in person, and upon his return to St. Louis was elected major of the regiment. His lack of military knowledge caused him to decline this position. In 1862 he was tendered a Congressional nomination by a portion of the Republican party, which refused to support General Frank P. Blair, but this nomination he declined. At the ensuing election, however, he was chosen a member of the State Legislature and became a recognized leader in the House of Representatives. He served on the Committee on Emancipation, and, after failing to persuade the leaders of the pro-slavery party to accept President Lincoln's proposition to pay the slave owners who had remained faithful to the Union for the emancipation of their slaves, he took an advanced position in favor of immediate and unconditional emancipation, and introduced the bill providing for the calling of a State convention to consider that sub-

Chas. P. Johnson.

ject. As a member of this Legislature, Mr. Johnson was also distinguished for his able championship of the interests of B. Gratz Brown, who was a candidate for the United States Senate and who was elected at the end of a prolonged and exciting contest. In 1864 Mr. Johnson was a candidate for Congress on the Republican ticket, but was defeated by reason of the independent candidacy of Samuel Knox. In 1865 he opposed, on account of its intolerant and proscriptive provisions, the adoption of what became known as the "Drake Constitution," submitted to the people for endorsement by the convention which had framed it. On this issue he was elected to fill a vacancy in the Legislature, and served in that body during the adjourned session of 1865-6. In the fall of 1866 he was appointed circuit attorney for the city and County of St. Louis by Governor Thomas C. Fletcher, and in 1868 he was elected to the same position on the Republican ticket, and served in that capacity during the six years following. While holding this office Mr. Johnson developed those great powers, as an advocate, which have since given him such wide celebrity and so large a practice as a criminal lawyer. In Missouri was inaugurated the Liberal Republican movement, which swept over the country and resulted in the nomination of Horace Greeley and B. Gratz Brown, respectively, for President and Vice-President in 1872. Mr. Johnson became a leader in this movement, and in 1872 was elected Lieutenant-Governor of Missouri on the ticket headed by Silas Woodson. He was an able and accomplished president of the Senate, and while serving in that capacity he threw the weight of his influence and eloquence in favor of the repeal of the charter grant, under which St. Louis had passed what was known as the "Social Evil Law," a speech which he made on this subject and at that time attracting wide attention. At the end of his term of office as Lieutenant-Governor he retired from active participation in politics, and has since devoted himself to the law, adding at the same time to his own fame and to the fame of the St. Louis bar. Only once has he consented to accept a nomination to office, and that was in 1880, when he was again sent to the Legislature, mainly for the purpose of procuring legislation which would break up a powerful gambling ring, then existing in St. Louis. As a result, after a determined and bitter contest, he succeeded in having passed what is known as the "Johnson Gambling Law." This he followed up with a memorable professional fight on the gambling and lottery rings of the city, which resulted in their complete overthrow. For a full quarter of a century Governor Johnson has been on one side or the other of almost every important criminal case tried in the courts of St. Louis, and his practice has extended also throughout the State of Missouri and into the States of Illinois, Kentucky, Tennessee, Mississippi, Kansas, Colorado, Iowa and elsewhere. As has been appropriately said of him by one who knows him well: "Whether as a statesman, advocating the welfare of the people; a lawyer pleading the cause of the weak or innocent; a public prosecutor arraigning criminals at the bar of justice; or a citizen in the walks of private life, Governor Johnson has always been the same dignified, courteous gentleman, so demeaning himself as to command the respect and admiration of all who know him."

The course pursued by Governor Johnson in the case of Arthur Duestrow, condemned and executed for the murder of his wife and child, illustrates two dominant elements in his character, his tenacity of purpose and his absorbing interest in the cause which he represents. Believing in this instance that an insane man had suffered the extreme penalty of the law, he was one of the few who followed the remains of his unfortunate client to the grave, and there delivered the following memorable address:

"To say anything at the grave of Arthur Duestrow was something of which I had not thought until this morning; but the circumstances surrounding his life since I met him the morning after the fatal tragedy, are of such a character as I think warrant me in making a few remarks which I deem due to his memory. No one has been his continuous associate since I took charge of his defense but myself, and from my intimate knowledge of the man, and all the facts of his case, I wish to say here, in the presence of his remains, that he is the victim of a judicial murder. His offense in its every characteristic was apparently brutal, but God had afflicted him in a manner that should have made him irresponsible in law, and the extent of his culpability should have been left to his Maker. During his long, bitter and relentless prosecution I never asked anything in his behalf further than incarceration in an insane

asylum. I fully realized that there was the place to which humanity dictated his assignment. Time would then have been given to clearly establish what I have known from the first, that he was afflicted with that direst disease, insanity.

"It is claimed, my friends, that this is a triumph of the law and a just punishment of its victim. I say here, in the presence of you few and in the presence of my God, of whom I have a full recognition, both as to His power and His mercy, that it is a disgrace to the humanity of the age—a triumph of ignorance and prejudice, as against every effort of science and legal skill to protect a poor afflicted son of humanity. It is illustrative of a retrogression to the cruel savagery of past ages. Every effort that I have made to get a just and humane view of this man's case has been thwarted by misrepresentation and abuse heaped upon him, which he had no power to repel, and which I was powerless to counteract.

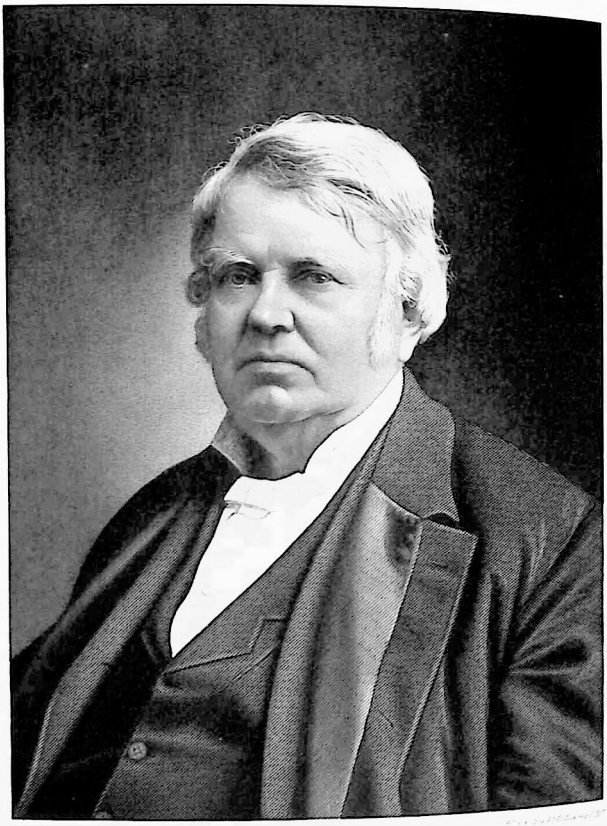
"The efforts of the most skilled, careful and conscientious physicians were of no avail. All those expedients that years of wisdom and experience have incorporated into the law to protect the rights of the individual against aggressions of high power, or the cry of the mob, have been treated, not only with indifference, but, I may say, with contempt by the press and by both subordinate and superior courts. Even the paltry bequest that Christianity guarantees to the condemned has been denied by a weak and vacillating Executive.

"This man was not allowed Christian preparation for death. Time was not granted to the few who were interested in his fate to consider the matter at all. In his insane state he imagined he was another being than Arthur Duestrow. Whether the ministrations of a Protestant clergyman or a Catholic priest could have helped him in his clouded intellect, I know not, but the opinion of mankind has been, that under such circumstances, it is but right for the authorities of a civilized State to guarantee it to the highest and lowest alike.

"There are, my friends, none of the usually attendant burial ceremonies here. Such being the case, it can hardly be deemed sacrilegious for me to commend his soul to the merciful consideration of the great God. 'After life's fitful fever he sleeps well.' In the calm and dispassionate forum of scientific and historical investigation, the character of his act will be determined and his irresponsibility conceded. From out the darkened intellect, as he stood on the scaffold, there came words of forgiveness to those by whom, in his imaginary character, he was being wronged. In the same spirit it is not unbecoming for me to say, God forgive all those who have done wrong to the poor insane atom of humanity, whose remains we consign to this lowly grave."

He has been twice married, first to Miss Estelle Parker, of Washington City. Four children were born of this marriage, three of whom were living at the beginning of 1897. After the death of the first Mrs. Johnson, he married Miss Louise Stevens, daughter of a well-known merchant of St. Louis, and three children have been born of this marriage. By reason of his eminence at the bar and in public life, Governor Johnson has been honored with the degree of doctor of laws by McKendree College, and he is a member of the faculty of Washington University.

Johnson, Christopher W., manufacturer, was born in Chicago, Illinois, April 12, 1863, son of Andrew Johnson, who was descended from Scotch ancestors. After fitting himself for business pursuits, mainly by the process of self-education, he became connected with the lumber trade in the State of Michigan and remained in that State until 1883. In that year he came to St. Louis to accept the management of the manufacturing department of the St. Louis Basket and Box Company, and has since been identified with that establishment. It was at that time a comparatively small manufactory, but under Mr. Johnson's management the annual volume of its business has been increased to more than three times what it was when he became connected with it, and it is now numbered among the substantial industries of the city. The introduction of new and unique features have extended its trade far beyond its original limits, and its products now find a market in all parts of the country. While building up the business of this establishment, Mr. Johnson has also established his own reputation as a capable, honorable and successful business man and a citizen worthy of the fullest confidence and highest esteem of the public. In 1897, together with his associates on the Republican ticket, he was elected a member of the School Board of St. Louis by the largest majority which has ever been given to candi-



Jno. B. Johnson M.D.

dates for municipal offices in this city, and as a member of that body, he has rendered effective service to the cause of popular education. He is a Presbyterian churchman, an active member of various benevolent societies and a member, also, of the order of Odd Fellows, the Royal Arcanum, and the Ancient Order of United Workmen. He married, January 9, 1889, Miss Lillian G. Shearrer.

Johnson, John Bates, physician, was born in Fairhaven, Massachusetts, April 26, 1817. His father, John Johnson, was a native of Norway, who emigrated to the United States in the year 1801 and after a short stay in New York removed to Massachusetts. His mother, Harriet Bates, was a daughter of Captain Joseph Bates, who rendered distinguished military service during the War of the Revolution. Dr. Johnson was educated at the Friends Academy, in New Bedford, Massachusetts, where he was fitted for admission to Harvard University, but owing to the death of his father and the declining health of his mother, was unable to enter. He, however, continued his literary and classical studies until 1835, when, in accordance with a long cherished purpose, he began, in the office of Dr. Lyman Bartlett, in New Bedford, Massachusetts, and a year later entered the Berkshire Medical College, of Massachusetts, from which institution he received the degree of doctor of medicine in the spring of 1840, and subsequently was honored by the conferring of a like *ad eundem* degree from Harvard. Having graduated in medicine, he was appointed, after a competitive examination, house surgeon in the Triapachuetes General Hospital, where he remained for one year, during which time he was alternately associated with many of the leading physicians of Boston. The practical knowledge of disease and valuable experience which he acquired during his residence in this celebrated institution, admirably qualified him for commencing the private practice of his profession and it was here that the foundation was laid for his subsequent success, both as a practitioner and as a teacher of medicine. Dr. Johnson came to St. Louis in the spring of 1841, just when the city was beginning to attract general attention, and to give unmistakable evidence of its future greatness. His ability as a physician was soon recognized, and it was not long before he was in the enjoyment of an extensive and lucrative practice. Associating himself with the progressive men of his own age, who had been attracted to St. Louis about the same time as himself, he assisted, in 1843, in establishing the first public dispensary west of the Mississippi River, which marked a new era in the medical history of the city. He commenced his career as a teacher and lecturer in 1846, when he was chosen Adjunct Professor of Clinical Medicine and Pathological Anatomy in the Medical Department of Kemper College, which afterward became the Missouri Medical College, in which latter institution he filled the same chair until 1854, when he was elected professor in the St. Louis Medical College, now a department of the Washington University of this city. Dr. Johnson was present in Philadelphia, in 1847, and assisted in the formation of the National Medical Association, of which in 1850, he was elected as one of the vice-presidents. He was also one of the originators of the Medical Association of the State of Missouri, and in the early fifties served also as its president. He was prominently identified with the various hospitals and other medical eleemosynary institutions of the city, both as a promoter and an active worker. During the Civil War from 1861 to 1865 he was an ardent Union man and interested himself in founding military hospitals for the treatment of the large number of sick and wounded, which were brought to St. Louis during that period; he moreover served on the Sanitary Commission, which rendered such signal service in raising funds and caring for disabled and needy soldiers of the Union, and, after the close of the war this commission was instrumental in founding and endowing "The Memorial Home," which continues to furnish a perpetual retreat for aged and indigent couples of the better class, and which is one of the city's most valued and useful charities. His early political affiliation was with the old Whig party, and his first presidential vote was cast in 1840 for the elder Harrison. After the Whig party ceased to exist—not being in any sense a politician—he failed to attach himself actively to either the Democratic or Republican parties, but became an independent voter, giving his support to the nominees of whichever party he thought would best serve the interests of the country. In religious belief his parents were both Presbyterians, to which stalwart faith he himself steadfastly adhered, and for many years was a ruling elder

in the First Presbyterian Church of this city. In 1851 he was united in marriage with Miss Nancy Lucas (the eldest daughter of Mr. James H. Lucas, one of St. Louis' wealthiest and most distinguished citizens), who bore him eleven children—three sons and eight daughters. Dr. Johnson is a man of striking personal appearance, over six feet in height and stout in proportion, of winning personality, a ready and pleasant speaker, speedily gaining and closely holding the attention of his hearers, at once a fine specimen of the *genus homo* as well as of the *genus medico*.

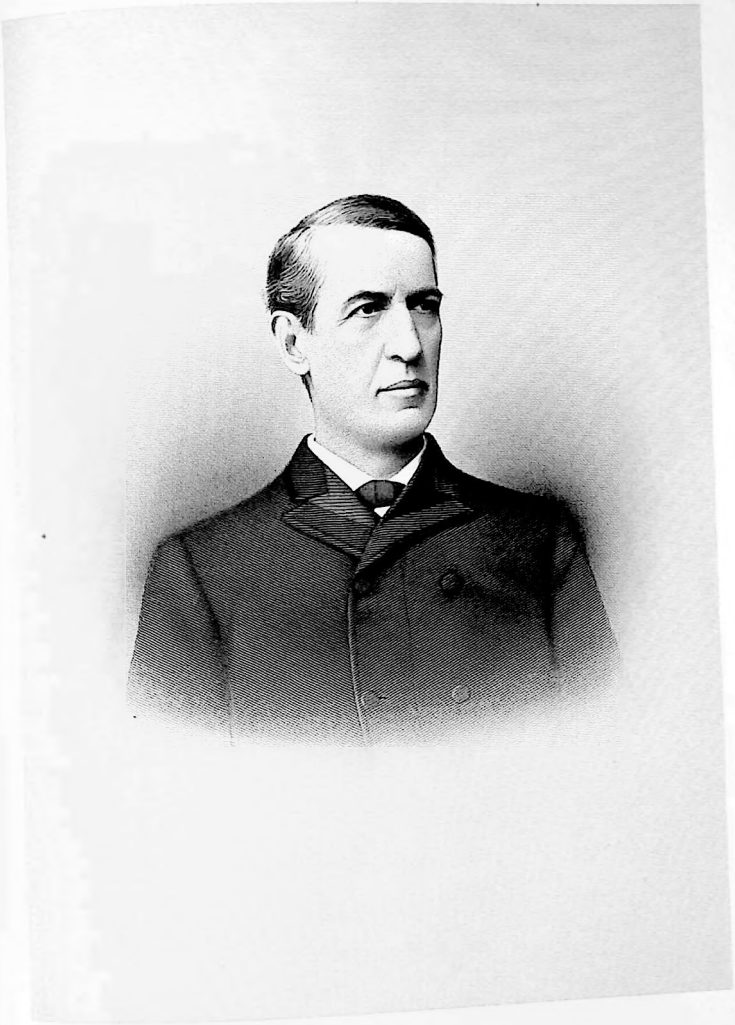
Johnson, John Davis, lawyer, was born at Belleville, Illinois, April 19, 1844. His father, Henry Johnson, was born in Philadelphia, Pennsylvania, and came West in 1825 with the tide of emigration that swept over the Alleghany Mountains and down the Ohio River at that time. His mother, Elvira Fouke, was born at Kaskaskia, in the then Territory of Illinois, where her father, a native of Virginia, and her mother, a native of Carlisle, Pennsylvania, had settled during the early years of the century. Mr. Johnson was next to the youngest of eight children, but three of whom survive—namely, Chas. P., Richard M., and himself. He was educated in the public schools and at McKendree College, Illinois, but he left college at the age of seventeen to enlist in the Union Army, soon after the breaking out of the Civil War, in which he attained the rank of first lieutenant.

Mr. Johnson has made St. Louis his home since 1858. Being thrown on his own resources after the war, he served as a deputy county marshal and deputy clerk of the court of criminal correction, which were the only official positions he ever held. During the years he was thus employed he patiently and persistently pursued his studies of the law with the view of fitting himself for the practice. In the fall of 1870 he was, without solicitation on his part, nominated by the Republican county convention for assistant prosecuting attorney of the court of criminal correction, and was soon after that examined and admitted to the bar by Honorable David Wagner, then presiding judge of the Supreme Court. He was defeated in the election which followed, and at the same time a change in the chief clerkship of the court of criminal correction lost him his clerical position. With many expressed doubts and misgivings as to results, for he then had a wife and three children to provide for, he, on the 1st day of February, 1871, took desk room in the office of his brother, Chas. P. Johnson, and began the practice of the law. Within a year he formed a partnership with Wm. C. Jones, which continued until the latter was elected judge of the St. Louis Criminal Court in 1875.

In 1879 he formed another partnership with Chas. P. Johnson and Jos. G. Lodge, from which Mr. Lodge soon withdrew, and thereafter the brothers continued the practice under the firm name of Chas. P. & Jno. D. Johnson. As associates and partners they had their offices together in the old "Temple," at Broadway and Walnut Street, for more than a quarter of a century, and during that time built up a large and lucrative civil and criminal practice which extended beyond the State and Federal courts of Missouri. Mr. J. D Johnson, however, had no taste for the criminal branch of the law, and early in his career abandoned it entirely, and has since given his exclusive attention to the civil practice, while the senior member of the firm gave his best energies to the criminal practice.

Mr. Johnson has a strong legal mind, and is a careful and conscientious counselor. As a trial lawyer he has few, if any, superiors at the bar, and unquestionably stands in the front rank of his profession. Being a close student and endowed with a quick perception of the substantial points of a case his presentation of a client's cause in a trial is always marked with rare skill. This faculty, united with a wonderful tact in cross-examination and power of analysis, makes him a formidable antagonist in *nisi prius* courts. The records of the appellate courts, both State and Federal, including the Supreme Court of the United States, likewise bear witness to his high merits as a lawyer, and his briefs on file in those courts show his appearance in a great number of well contested and important cases.

In 1879 Mr. Johnson was the Republican nominee for judge of the St. Louis Circuit Court, but was defeated by a small majority. Six years later he was again nominated by his party for the same position, but declined the honor. He has always been a staunch Republican in politics, and has evinced a deep interest in all questions affecting his party and the public welfare; at the same time he has



F. A. Johnson

never been an active party worker, nor aspired to political honors, otherwise than as mentioned.

Mr. Johnson is strongly domestic in his tastes and habits. He has been married three times, and has six children now living. He is a member of the St. Louis and the Mercantile Clubs, and of the G. A. R., but prefers his home to social pleasures. He is passionately fond of field sports, particularly bird shooting and fly fishing, and was a pioneer in the movement for the protection of the wild game and fish of the West, which has resulted in the present laws on the subject in many of the States.

Mr. Johnson is yet in the prime of life, devotedly attached to his profession. An industrious worker and hard student, he keeps abreast of the markedly developing and improving progress in the jurisprudence of the day. He has still before him a career of further triumph and widely extended usefulness.

Johnson, Richard Marshall, was born at Belleville, Illinois, May 2, 1842, his parents being Henry Johnson, of Pennsylvania, who came to St. Louis in 1827, and Elvira (Fouke) Johnson, of Kaskaskia, Illinois. After the marriage of his parents they settled at Belleville, and there the subject of this sketch was born. He received his first education at a good private school in Belleville, and was then sent to McKendree College, at Lebanon, Illinois, where he remained for six years, and then, at the age of sixteen years, came to St. Louis. From 1858 to 1860 he was employed in a dry goods store at Broadway and Franklin Avenue, and afterward was clerk in the St. Louis postoffice for a year. When the Civil War came on, in 1861, he promptly espoused the Union cause, and enlisted in John McNeil's company, but could not go into active service on account of physical disability. He was then made clerk at General Grant's headquarters to the chief quartermaster for General Grant's army, and served from the Shiloh campaign on through the operations at Corinth, Jackson, Holly Springs and Memphis to the capture of Vicksburg, and afterward served in a similar capacity at Helena. After the close of the war he returned to St. Louis, and was appointed superintendent of the State Tobacco Warehouse, which then stood at the northeast corner of Washington Avenue and Sixth Street. In 1869 President Grant, who knew him well, and had had personal knowledge of his administrative capacity, appointed him consul to Hankow, China. In this important position Mr. Johnson discharged the duties so efficiently and faithfully that he was retained in it for the two terms of President Grant's administration. On his return to St. Louis, in 1877, he was admitted to the bar, and has been engaged in the practice of law ever since. "Dick" Johnson—as he was familiarly called in his early days, to distinguish himself from his brothers—belongs to a family of born lawyers, his eldest brother being Honorable Charles P. Johnson, the most distinguished criminal advocate of the St. Louis bar; and his next brother, John D. Johnson, not less eminent and successful in the civil practice. In 1894 he was elected assistant prosecuting attorney of the court of criminal correction, and acquitted himself in a manner worthy of the name he bears; and in all his twenty years' practice at a bar noted in the West for the learning and skill of its members, he has successfully maintained the reputation of an able and honorable practitioner. Mr. Johnson is a zealous and active Republican in politics, and his affable bearing and cordial manners mark him for a popular favorite, not only with his party, but with the general public. He was married, in 1866, to Annie W. Blow, daughter of the late Taylor Blow, one of the most eminent merchants of St. Louis in his day. They have had nine children, eight of whom—four girls and four boys—are living.

Johnson, Richard M., Visit of.—Colonel Richard M. Johnson, long a representative in Congress and United States Senate from Kentucky, and Vice-president of the United States from 1837 to 1841, was a guest of the city of St. Louis in May of 1843, and was treated with the distinguished consideration due to his high character and public services.

Johnson's "Swing Round the Circle."—This was an expression frequently to be met with in the fall of 1866, and was applied to a speech-making tour made by President Johnson about that time. President Johnson left Washington August 28, 1866, in compliance with a request that he would lay the cornerstone of a monument to be erected to Stephen A. Douglas, at Chicago, September

6th. He was attended by a distinguished party, including several members of his cabinet; also by General Grant and Admiral Farragut. The route was by way of Philadelphia, New York and Albany. In one of his addresses the President referred to himself as one having "swung around the entire circle" of the public service, from alderman to President. The phrase took with the reporters, and so came to be generally applied to his own tour. He arrived at St. Louis September 8, 1866, in answer to an invitation extended to him by the authorities and citizens of the city. His arrival was by way of the Mississippi River. He was met at Alton by a fleet of thirty-six steamboats, specially dispatched with the view of furnishing him with an unique escort. The boat assigned for his accommodation was the "Andy Johnson"—specially named in his honor. She was followed by the "Ruth," the flagship of the fleet, upon which were Mayor Thomas, President Wells of the board of aldermen, and Chairman Cairns of the delegates, and all the members of the city council, besides many other representative men. The President arrived at Alton at 11 a. m., and after having exchanged courtesies with the mayor of that city, embarked on board the "Andy Johnson," escorted by Captain Able and Honorable John Hogan; he was followed by Secretary Seward, escorted by Colonel George Knapp; Secretary Welles, escorted by Captain Daniel G. Taylor; Admiral Farragut, escorted by Alderman Frudenau, and General Grant, escorted by Alderman Brockmeyer. The formal reception took place on the lower deck of the steamboat. The welcoming address was delivered by Captain Eads. The spirit of the event may be best gathered from a few sentences of the welcome and the reply. Captain Eads, addressing the President, said: "Your friends have witnessed with breathless anxiety your heroic contest with the enemies of the Federal Constitution. . . . While other officers of our government promise to support that aegis of our liberties, you alone, sir, by its wise provisions, are required to swear that you defend the Constitution of this republic." The President, addressing those present, replied: "In your name and in your behalf I have exercised the veto power for the purpose of arresting and staying certain measures until the sovereign people of the nation could have time to express their will; and, believing that I have done nothing more than simply discharge my duty, I shall stand on the Constitution, and with your help, and God being willing, all the powers this side of the infernal regions, all combined, shall never drive me from the discharge of my duty." The President and his party disembarked about 2:30 p. m., amidst the screaming of steam whistles, the roar of cannons and the sounds of music. An immense throng crowded the levee, the housetops and the pavements. His welcome was mixed, for passions ran high in those times, and some forgot the President in the man. The general attitude was, however, courteous and even cordial; in this respect St. Louis contrasting very favorably with some other large cities. Cleveland, Chicago and Springfield had extended to him no official recognition; while at Indianapolis he was hooted. President Johnson proceeded to the Lindell Hotel, where his honor, Mayor Thomas, surrounded by members of the common council and other city officials, read a formal address of welcome to St. Louis, to which the President made appropriate response. Loud cries were then made for a speech from General Grant, who contented himself with a few words of formal thanks, and Admiral Farragut responded in like manner. In the evening the President and his party attended a grand banquet at the Southern Hotel, where he delivered another of his uncompromising speeches. Upon the whole, Johnson's tour did not strengthen his position in the country, serving, as it did, but to intensify the fury of the opposition.

Johnston, Rufus P., clergyman, was born in Macon County, Missouri, June 9, 1861. He comes of Scotch ancestry, the earliest members of his family to come to this country having settled in Virginia, and the branch of the family to which he belongs having come to Missouri by way of Kentucky. His father joined the Confederate Army at the beginning of the Civil War, and was killed at Vicksburg. His mother died when he was five years of age, and thereafter until he was twenty years old he lived with an uncle-in-law, working on the farm during that time. He attended school one term at Lincoln, Illinois, and six years at William Jewell College, of Liberty, Missouri, graduating from the last named institution with the degree of master of arts. During the years of his collegiate course he was awarded six medals for his pro-

ficiency in debate, oratory and declamation, one of these medals being awarded in the intercollegiate oratorical content. After completing his academic studies he took the full divinity course at the Southern Baptist Theological Seminary, of Louisville, Kentucky, and then entered upon ministerial work. Since then he has occupied pastorates at David's Fork, Kentucky, and at the Third Baptist Church, of St. Louis. Although still a young man, he has taken rank among the able and eloquent pastors of this city, and his scholastic attainments have gained for him the degree of doctor of divinity, which was conferred on him by William Jewell College in 1895. December 14, 1893, Dr. Johnston married Miss Mary P. Caldwell, daughter of Dr. W. B. Caldwell, of Louisville, Kentucky, and granddaughter of Honorable James Guthrie, who served with distinction as Secretary of the United States Treasury, and as United States Senator, and was put forward as Kentucky's candidate for the presidency on the Democratic ticket in 1860. In 1897 Dr Johnston made a tour of Europe and the Orient, spending two and a half months in Palestine.

Johnston, William, physician, was born in Jefferson County, Kentucky, August 19, 1814, son of Pearson W. Johnston, who was born in Loudoun County, Virginia, in 1766. His mother was a native of Pennsylvania, whose parents moved to Western Virginia, where she met and married her husband. Pearson W. Johnston removed to Jefferson County, Kentucky, in 1808, and there reared a family of five sons and five daughters. There Dr. William Johnston grew up, and was sent first to a county school, finishing his academic studies at one of the old-time private schools of Kentucky. He began the study of medicine in the village of Floydsburg, Oldham County, under the preceptorship of Dr. Robert Miller. After that he attended courses of medical lectures at Transylvania University, of Lexington, Kentucky, in 1836 and 1837, and later at the Medical Department of the University of Louisville, from which institution he received his doctor's degree in 1838. He practiced medicine in the neighborhood of his old home from 1838 until 1844, and then removed to Nicholasville, Kentucky, where he continued in successful practice until 1850. Removing then to St. Louis, he became identified with the medical profession of this city, and has since continued to occupy a prominent place among the members of his profession, becoming widely known and greatly esteemed by the public in general. For nearly fifty years he has moved about among the people of St. Louis, conscientiously attending to his professional duties at all times, a typical family physician, administering, when occasion requires, for the physical ailments of his patients and sustaining to them always the relation of counselor and friend. He has been a member of the St. Louis Medical Society since 1851, has served as vice-president and president of that society, and is now one of the oldest and most highly honored practitioners identified with that organization. He was reared under Whig political influences, and in his early life was the devoted follower of Henry Clay, whom he then thought, and still thinks, was the greatest orator he ever had the pleasure of listening to. After the Whig party passed out of existence he became a member of the Democratic party, but has never been an active partisan. In his religious belief he is a Unitarian, but is not a member of any church. He married, in 1843, Miss Catharine H. Dickerson, of Jessamine County, Kentucky, who came of a family which settled in Kentucky about the year 1784. Her maternal grandfather, Samuel Rice, was also one of the pioneers of Kentucky, and was a brother of David Rice, whose services to the old commonwealth during the early years of its history have been commemorated in the erection of a monument by a grateful people.

Joliet, Louis.—Careful historical research seems to lead to the conclusion that Joliet is the best entitled to be called the discoverer of the Mississippi Valley. "He was born in Quebec, September 21, 1645, and died in Canada in the year 1700. He was educated in the Jesuit College of Quebec, and received minor orders in 1662, but in 1667 abandoned his intention of becoming a priest, and went to the West for a time. In 1672 Talon, the intendant, and Frontenac, the Governor, of New France, determined to make an effort to discover the Mississippi, which was then supposed to empty into the Sea of California. By the advice of Talon, Frontenac charged Joliet with this enterprise, as being, he said, 'a man very experienced in these kinds of discoveries, and who had been already very near this river.' All the aid the provincial government could

afford consisted of a single assistant and a bark canoe. To obtain further assistance in his project he went to a Jesuit mission, and there met Father James Marquette, who had long been desirous of visiting the country of Illinois. In concert with Marquette and five other Frenchmen, Joliet arrived in Mackinaw December 8, 1672. The savages at this port supplied them with information that enabled them to draw a map of their proposed route, which was afterward revised by Marquette, and in this form was published in Shea's 'Discovery and Exploration of the Mississippi Valley.' With the aid of this map the explorers descended Wisconsin River, and entered the Mississippi, June 17, 1673. On the 25th they visited the first Illinois village, and they then descended the river until they came to a village of the Arkansas Indians, in 33 degrees 40 minutes north latitude. They set out on their return for the colony on July 17th, having ascertained beyond a doubt that the Mississippi empties into the Gulf of Mexico. Making their way northward against strong currents, they reached the mission of St. Francis Xavier, on Lac des Puants (Lake Winnipeg), toward the end of September. Here Joliet spent the winter, and in the spring of 1674 he returned to Quebec, after losing his valuable maps and papers by the upsetting of his canoe in Lachine rapids. He at once made the Governor of the colony, and Father Dalton, superior-general of the Jesuits of Canada, fully acquainted with the discoveries that he had made, drawing a map from memory, which is now in the Archives de la Marine, Paris. After his return to Quebec Joliet married Clara Frances Bissot. He tried to urge the French government to cultivate the rich lands of the Mississippi Valley, and develop its mineral resources, but his plan for colonizing the territory he had discovered was for the time rejected. About 1680 he was granted the island of Anticosti, and built a fort there, but it was destroyed by the English in 1690, and his wife taken prisoner. Joliet afterward explored Labrador, and was appointed royal hydrographer in 1693. On April 30, 1697, he was granted the seigniory of Joliet, south of Quebec, which is still in possession of his descendants. The question as to whether the honor of first exploring the Mississippi belongs to Marquette, Joliet or La Salle has long been a subject of controversy." (Appleton's "Cyclopedia of American Biography.")

Jones, Breckinridge, lawyer and financier, was born October 2, 1856, near Danville, Boyle County, Kentucky, son of Daniel W. and Rebecca Robertson (Dunlap) Jones. The family to which Mr. Jones belongs was planted in this country by his great-great-grandfather, who came from Wales, married Mary McCann, who was a native of Ireland, and settled in North Carolina. John Jones, a Baptist preacher (the son of this immigrant ancestor), married, at Shallow Ford, North Carolina, Elizabeth Elrod, daughter of Robert Elrod, of German nativity, and removed to Kentucky, and was among the pioneers who laid the foundations of that grand old commonwealth. His grandfather, Robert Jones, born in Kentucky in 1779, married Nancy Talbot, daughter of DeMovil Talbot, a Revolutionary soldier, who in 1795, had removed from Virginia to Kentucky. In the maternal line, his ancestors and relatives were Kentucky people of marked distinction. Of Scotch-Irish origin, the Robertson and Dunlap families were planted in Virginia about the year 1735, and from Virginia their representatives went to Kentucky in 1784, and prior, to become participants in the building of a new State. The brothers of Mrs. Jones—the mother of Breckinridge Jones—were all men of superior attainments and commanding influence. George Dunlap, the father of Mrs. Jones, was for many years a member of the old county court of Lincoln County, one of the three original counties of Kentucky. It is said of him that he stood as a public arbitrator among his neighbors, rarely permitted a case to come to trial, and never issued a fee bill in his life. He was a first cousin of Chief Justice George Robertson, and an oil painting of him adorns the walls of the courthouse in Lincoln County. His daughter married Daniel William Jones in 1842, and two old Kentucky families were united by this marriage. Daniel W. Jones was a successful merchant, trader and farmer in central Kentucky until the breaking out of the Civil War. Soon after the beginning of the conflict, his openly expressed sympathy with the Southern cause resulted in his prosecution in the Federal courts at Frankfort, together with about twenty of the leading citizens of the State; and, although physicially unable to perform military duty, he was compelled to leave his home and remain within the Confederate lines until near the close of the war. Immediately after the war

Breckinridge Jones.

he removed with his family to New York, and for two years thereafter was a banker and member of the Gold Board on Wall Street. While he was living in New York, his son, Breckinridge, attended the school of George C. Anthon, in that city, and after the return of the family to Kentucky, in 1867, he was fitted for college in the schools of that State and under private tutorship. He matriculated in Kentucky University, at Lexington, in 1871, but the next year, his parents having removed to Danville, Kentucky, he became a student of Centre College. He was graduated from that institution in the class of 1875, and the year following taught a graded school at Lawrenceburg, Kentucky. In 1877 he began reading law under the preceptorship of Colonel Thomas Peyton Hill, a distinguished Kentucky lawyer, at Stanford, and in 1878 was admitted to the bar in that State. In the autumn of 1878 he came to St. Louis, where he had only a few acquaintances, entered the St Louis Law School, and while attending the regular course of lectures became connected with the prominent law firm of Lee & Adams.

He attended the Summer Law School of the University of Virginia, during the summer of 1879, and then entered regularly the practice of his profession in St. Louis. He was engaged in general practice, except while serving as a member of the Missouri House of Representatives, to which body he was elected in 1883, until 1888, when he was called upon to undertake the reorganization of the Decatur Land, Improvement & Furnace Company, of Decatur, Alabama, then the largest corporation in northern Alabama. This work engaged his attention mainly until 1890, gave him a broad experience in practical business affairs, and demonstrated that he had a talent for financiering, as well as for the practice of law. Having placed the affairs of that company in the hands of a New York syndicate, composed, in the main, of directors of the two great railroads that crossed at Decatur, he returned to St. Louis, and became one of the founders of the Mississippi Valley Trust Company, and was made secretary of that corporation, and soon thereafter was elected also as its counsel. In 1894 he was made second vice-president of this corporation, and later became its first vice-president, which position together with that of counsel, he still holds. In the development and expansion of the business of this trust company, now numbered among the leading financial institutions of the West, he has taken a prominent part; and, both as counsel and as managing first vice-president he has gained well merited distinction. He married, in 1885, Miss Frances Miller Reid, whose ancestors had lived near his for a hundred years in Lincoln County, Kentucky, and five children brighten their home.

In connection with the movement for a World's Fair, celebrating the Louisiana Purchase, having stood as one of its supporters when the movement took active shape, Mr. Jones was made one of the committee of fifteen on organization, and it was upon the report of that committee that the general work was outlined. He was one of the three who, in company with Governor Francis, visited Washington, secured the President's endorsement of the enterprise, and arranged for the great dinner that was given there, being one of the dinner committee of five. In the active organization of the work he was made vice-chairman of the finance committee, and by that committee was made the chairman of a subcommittee to report on the plan for raising the $5,000,000 local subscription. The report of this committee was unanimously adopted by the finance committee, and the plan therein outlined is being followed in making the subscriptions.

Jones, Charles, lawyer and legislator, was born in Somerset County, in the State of Maryland, and within a few miles of the town of Princess Anne, on January 27, 1814. He was the son of Charles and Elizabeth Jones. His father, Charles, was a prosperous farmer, and became sheriff of Wicomico County, Maryland, where he died, while holding that office. Charles had two brothers, Alfred and Henry. Alfred came to Missouri soon after Charles, and lived with him on his farm near Union, Franklin County. Alfred died about two years after his arrival here. Henry was lost at sea. Charles received his early education at the academy in Princess Anne, and graduated from the Washington Institute. He afterward studied law in the office of William H. Collins, a prominent lawyer of Baltimore, and was admitted to the bar in that city. Charles came west in 1837, and after casting about, finally decided to settle in Union, Franklin County, Missouri.

At that time Union was a very important law center, and the circuit to which it belonged was perhaps the most important circuit in the State, and was attended by the leading members of the bar.

As there were no railroads in those days, and as horses were scarce it was necessary for Charles to make part of his way on foot. As he walked into Union, tired and weary, he met W. V. N. Bay, afterward judge of our State Supreme Court, sitting on the steps of the hotel, to whom he introduced himself as a young lawyer seeking a place to commence the practice. Seeing his wornout condition, Bay whose worldly possessions at that time amounted to a horse and $40 in cash, offered to advance him a part thereof. Mr. Jones thanked him but declined the offer, as Bay afterward found out he had between $2,000 and $3,000 in a belt around his waist. However, as Bay knew nothing of this, he with the most benevolent intentions advised with some of his friends in regard to getting up a school for Charles to help him along. As fate would have it, Mr. Jones was a few days later retained in a case with Judge Bay as the opposing counsel. As Mr. Jones won the case, Mr. Bay was never again heard to speak of school, although Mr. Jones never let an opportunity pass without asking Mr. Bay about that school. Ever after they were fast friends and traveled the circuit together.

As a lawyer Mr. Jones was most successful, which no doubt was from the fact that he made his client's case his own. One of his old clients without any intention to pay a compliment said to a friend of his after the death of Charles Jones that he "must look out for another lawyer now. I used to have Charlie Jones, and although he would sometimes get down into my pocket, he would never let anyone else get there."

Although Mr. Jones was never politically inclined, he served in the State Legislature from 1844 until 1862, with the exception of one term when he ran for Congress, but was defeated. During his service in the assembly he served as Senator every term but one, and that time he served in the lower house. He affiliated with the Democratic party during his long service in the State Legislature. He was the originator and author of a number of important laws, some of which still remain on our statute books.

While he sympathized with the South and was a slave-holder, he did not believe in secession, and contended that the battle ground was on the floor of Congress. At the beginning of the rebellion Mr. Jones had about sixty slaves, and although fully convinced that they would necessarily be liberated, he was unwilling to sell one, although he had frequent opportunities. Judge Bay in his "Bench and Bar of Missouri," in his sketch of the life of Mr. Jones, states that upon one occasion he was present when he saw Mr. Jones buy a negro woman with seven children to prevent them from falling into the hands of a Southern slave trader. Judge Bay states that he was exceptionally kind and generous to his slaves and remembers that after he moved to St Louis he instructed his family physician to attend to his slaves, and to send him the bills. In 1866 Mr. Jones moved to St. Louis, where his property interests were mostly situated. A few years later he was requested by his friends in Franklin County to return and make the race for judge. He declined on account of having removed to St. Louis. Judge Seay, who was then asked to take his place in the race, was selected.

Mr. Jones died at his residence on Lucas Avenue, near Compton Avenue, to which he had recently moved, on the 8th of August, 1876.

Mr. Jones married Emilie Theodiste Yosti, who lived with her parents on their farm opposite St. Charles, in St. Louis County. She was descended from Emilien Yosti, who was born in Novara, Piedmont, Italy, in the year 1740. He was the son of Pedro Yosti, and Magdalena Riguna, and came to St. Louis in the year 1777, very shortly after its settlement by Laclede. He was associated with the firm of Vigo & Yosti. In 1779 he purchased from John Cardinal, subsequently one of the unfortunate victims of the memorable "grand coup" of the Indians on May 26, 1780, a half block of ground on the west side of Main Street, in the North part of the village (present block 27) for $200. Emilien married Theodiste Durand, who was born in St Louis, in 1769: being the only child of John B. Durand and Josepha Marcheteau, whose parents were among the first to come over into the United States on the transfer of Canada to the English. The Marcheteaus came from Cahokia, Illinois, when Laclede came up the Mississippi in 1764. John B. Durand and Josepha Marcheteau were married in St. Louis

Charles Jones

in 1768, at the house of Charles Parent, and their marriage was the sixth marriage to be recorded in the cathedral, and the tenth to be recorded in the annals of the village. Emilien Yosti married Theodiste Durand in 1783, and they lived at the southwest corner of our present Main and Locust Streets. The first session of court was held in his house 1804. They raised five children to maturity, being Joseph, Louis, Francis, and two daughters, Pelagie and Marie. Emilien, the father, died in 1818 at the age of 78 Louis Yosti was the father of Emilie Theodiste, the wife of Charles Jones. Emilie had three brothers, Louis, Emilien and Joseph, of whom Joseph survives. Of her seven sisters, who were Adelaide, Pelagie, Nancy, Julia, Isabelle, Marie Louise, and Margaretta, Mrs. Margaretta Laughrin, who lives in California. and Mrs. Isabelle Covington, who lives in St. Louis, still survive. Her brother Emilien was killed in the Gasconade Bridge disaster, in 1855. Emilie Yosti, wife of Charles Jones, died in 1885, age fifty-five years. There were six children born to Charles Jones and Emilie (Yosti) Jones, two of whom, Emilie and Elizabeth, died in infancy and four of whom lived to maturity, their names being as follows: Charles, born in 1854; Mary Elizabeth, born in 1856; Emilie Adele, born in 1863, and Alfred Henry, born in 1868. All of these children are now living with the exception of Emilie Adele, who died March 4, 1897. Charles married Agnes Wood, of Franklin County, daughter of David and Mary Wood. They have three children, Charles, Agnes, and Grace Jones. Mary Elizabeth married William Berkley, son of William G. and Marie Matilda Lagrue Berkley. They have five children, named respectively, Charles, Alfred, Carrol, Louis and George Berkley. Emilie Adele married Jesse A. Murphy, son of M. J. Murphy. Her husband and her son Alfred Henry, who was five years old at the time of her death, still survive. Alfred Henry Jones married Sophie B. Johnson, daughter of Dr. J. B. Johnson and Nancy Lucas, who was the daughter of James H. Lucas. They have one child, named Emilie Theodiste Jones. All live in St. Louis. Mrs Mary Mense is the only other surviving relative of Charles Jones living in St. Louis.

Jones, Charles Norman, manufacturer, was born March 11, 1864, in Barnet, Hertfordshire, England. He was educated under private tutorship, partly in England and partly in the United States, he having come to this country in 1872. Two years of his early life were spent in France, and after his coming to this country he lived three years in Chicago. From 1875 to 1877 he lived in Austin, Texas, and in the year last named returned to England. After a short stay in England he came back to this country and for two years thereafter lived on a ranch in Llano County, Texas. Returning then to England, he engaged in the brewing business in 1883, and within a few years thereafter became closely identified with prominent capitalists interested in that industry. In 1896 he came to St Louis as the representative of the London Board of the St. Louis Breweries, Limited, in the St. Louis Brewing Association. Since then he has been one of the chief representatives of the great brewing interests of the city, and has occupied a prominent position in business and social circles. He was made a member of the order of Masons in England. He has affiliated with the Scottish Rite, Knight Templar and Royal Arch bodies in this city.

Jones, Horatio M., lawyer and jurist, was born in Pennsylvania in 1826, of Welsh parentage, graduated at Oberlin College in 1849 and from the Cambridge Law School in 1853. In 1854 he came to St. Louis and practiced his profession here until he was chosen Supreme Court reporter of Missouri. In 1861 he was appointed Territorial judge of Nevada, and served in that capacity three years. Thereafter until 1870 he practiced law at Austin, Nevada. He then returned to St. Louis, and shortly afterward was elected a judge of the circuit court, which office he held for one term.

Jones, Robert McKittrick, merchant, was born May 8, 1849, at Moydalgan House, in the County Down, Ireland, son of William and Margaret (McKittrick) Jones. He was educated at the Royal Academical Institution, of Belfast, Ireland, where he was fitted for college, but was prevented by ill health from entering upon his college course. Six months after leaving the academy he was apprenticed to a linen manufacturer of Banbridge, and served five years in a large manufacturing establishment, in which both hand and power looms were used. His apprenticeship completed, he accepted employment of a

linen manufacturer in Coleraine, in the County Derry, Ireland, but being ambitious to try his fortune in the United States, remained in Coleraine only two months. He sailed for this country on the steamer "Adriatic," August 29, 1872, and at the end of a voyage of eight days, landed at New York City. After spending a few days in New York, he started westward, stopped a day or two at Niagara Falls and a few days in Chicago, and then came to St. Louis. Here he entered upon his career as a merchant, forming at once a connection with the wholesale dry goods house of Crow, McCreery & Co., which lasted four years. Severing this connection in 1877, he purchased a half interest in the business of Randell & Co., a dry goods and commission house, of which J. B. Noland was then manager. The firm of Randell & Co. had succeeded the firm of James S. Gary & Son, who founded the business in 1862. The late Postmaster-General of the United States was interested in the pioneer establishment, was really the founder of the business, and the present firm still handles his goods. As reorganized after Mr. Jones purchased an interest in the business, the firm became Noland, Jones & Co., and its existence continued until 1883, when Mr. Jones purchased Mr. Noland's interest. Since then the business has been carried on under the firm name of Robert McK. Jones & Co. William V. Jones was admitted to the partnership in 1886. A successful merchant, the head of this firm is widely known to the trade, and to the general public as well, as a man of high character and superior business ability. He is identified with the Boatmen's Bank as a shareholder and a member of its board of directors, and is also a director of the Mercantile Library. Politically he has been known as a Republican of liberal views, supporting the regular nominees of his party in contests involving national issues and the men best qualified for the offices to be filled in local elections. A Unitarian in his religious belief, he is president of the board of trustees of the Church of the Messiah, and in charitable and educational work he has been conspicuous among those laboring earnestly and effectively for the moral and social betterment of the masses of the people in St. Louis. He is president of the board of trustees of the Mission Free School, at the corner of Ninth and Wash Streets, which was the first free school established west of the Mississippi River. He is a member also of the financial and advisory board of the St. Louis Children's Hospital and chairman of the admission committee of the Saturday and Sunday Hospital Association. In 1879 he was married to Miss Grace Richards, daughter of Eben Richards, of St. Louis. Their only child, Hugh McKittrick Jones, is now—1897—a student at Harvard College.

Jones, William Cuthbert, lawyer and jurist, was born July 16, 1831, at Bowling Green, Kentucky, son of Cuthbert T. and Eliza R. (Treat) Jones. His father was born at Culpeper Court House, Virginia, and his mother was a daughter of Honorable Samuel Treat, at one time Indian Agent at Arkansas Post, Arkansas. His parents removed from Kentucky to Chester, Illinois, in 1834, and the elder Jones was long known there as one of the leading medical practitioners of Southern Illinois. His paternal grandfather, Francis Slaughter Jones, was a prominent Virginia planter, and the family was closely allied with some of the leading families of the Old Dominion. William C. Jones was educated at McKendree College, Lebanon, Illinois, and was graduated from that institution in the class of 1852. He then began the study of law under the preceptorship of Messrs. Loving & Grider, of Bowling Green, Kentucky, and was admitted to the bar in 1853. For a year thereafter he practiced law at Chester, Illinois, and then came to this city, forming a law partnership with William L. Sloss, in September of 1854. At the end of a year, this professional association was dissolved and he became the law partner of W. W. Western, of Hopkinsville, Kentucky. In 1860 this association was discontinued, and he formed a partnership with Judge Charles F. Cady, which lasted until the beginning of the Civil War. May 8, 1861, Mr. Jones enlisted in the Union Army and was commissioned captain of Company I of the Fourth Regiment of the United States Reserve Corps, a regiment which was commanded by Colonel—afterward Governor—B. Gratz Brown. He was a participant in the campaigns in Southwest Missouri and was in active service in the field. In the autumn of 1862 he was appointed paymaster of United States Volunteers, with the rank of major. In that capacity he served thereafter until the war closed, and was mustered out November 15, 1865. After the war he returned to St.

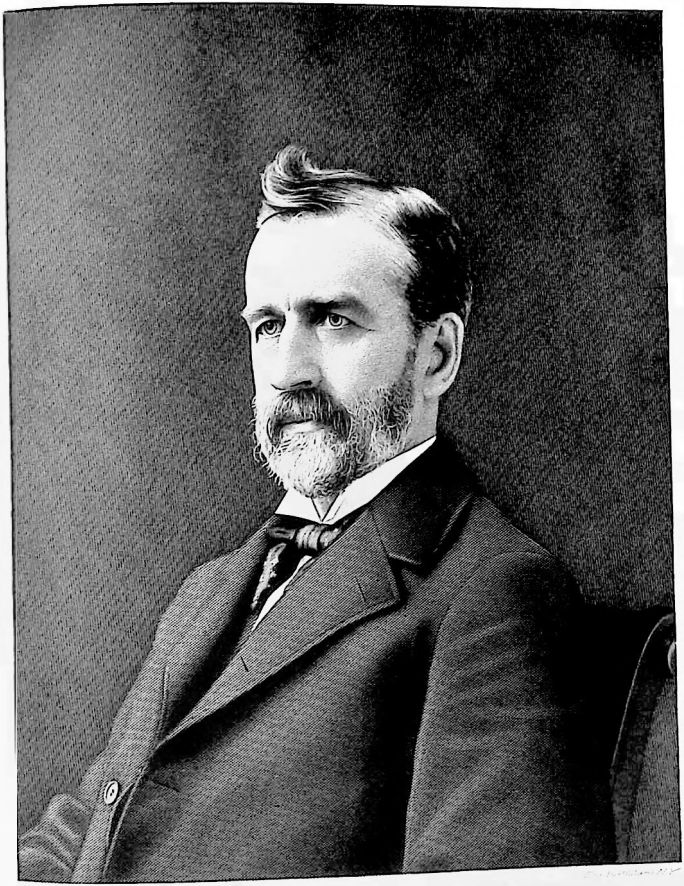
Louis and became interested in a business venture with Wyatt C. Huffman, which was a success in a financial way, but which resulted in the serious impairment of his health. Returning then to the practice of law he was in partnership, until 1871, with Charles G. Mauro, and after that was senior member of the firm of Jones & Johnson until he was elected to the judgeship of the criminal court of St. Louis. He was elected judge of the criminal court in 1874 and held the office until 1878, trying, within that time, some of the most notable criminal cases which have occupied the time and attention of Western courts. In 1878 he retired from the bench and resumed the practice of law, with Rufus J. Delane as his partner. This partnership continued in existence until 1883, and after that he practiced alone until 1885. In the year last named he formed a partnership with his son, James C. Jones, and this partnership is still in existence. He has been known always as a man of sound convictions, but having at the same time broad and liberal views. He was a factor in the politics of the State immediately after the close of the Civil War, and while he had been devotedly attached to the Union and had fought for its maintenance, he opposed the proscriptive features of the "Drake Constitution," and aided in bringing about the repeal of provisions which it contained, obnoxious not only to all those who had been in any way identified with the cause of the Confederacy, but to the spirit of free government itself. His opposition to many of the measures forced upon the people of Missouri by the radical element of the Union party caused him to become aligned with the reorganized Democratic party, and he has since affiliated with that organization, having acted, however, with the gold standard wing of the party in the presidential campaign of 1896. He was the nominee of the local Democracy for clerk of the Circuit Court of St. Louis County in 1866, but suffered defeat, and in 1868 was an unsuccessful candidate for presidential elector on the same ticket. As a lawyer he has long held an enviable position at the St. Louis bar, and both as lawyer and jurist is well known throughout the State. He is equally well known to members of various fraternal organizations throughout the West, having been for many years a member of the Knights of Honor, of the Royal Arcanum, of the Legion of Honor, of the Ancient Order of United Workmen and the Order of Elks, in all of which he has been a conspicuous figure. In the organization of the Knights of Honor, he has served as Grand Dictator of Missouri, as a member of the Supreme Lodge, and as chairman of the committee which framed the present constitutions of the Supreme and subordinate lodges. He has also been chairman of the committee on appeals and grievances, and member of the committee on laws in the Supreme Lodge of this order. Judge Jones married, November 20, 1856, in St. Louis, Miss Mary A. Chester, daughter of Joseph Chester, of Chester, England. Four of seven children born to them were living in 1898, the eldest being now Mrs. Walter B. Watson, of St. Louis. The others are James C. Jones, of the St. Louis bar; Mrs. Joseph P. Goodwin, and Giles Filley Jones, recently admitted to the bar.

Jordan, Robert M., physician, was born June 16, 1823, at Campbell Court House, Virginia, and died at Jordan's Springs, in that State, September 4, 1898. He was the son of German Jordan, who was born, lived and died in Virginia; and his mother, who was a Miss Reid before her marriage, was also a native of that State and passed her entire life there. Dr. Jordan obtained his scholastic education at the Universities of Virginia and Maryland, and then entering upon the study of medicine, was graduated from Maryland Medical College, of Baltimore. Soon after his graduation from this institution he was appointed a member of the medical staff of the Baltimore Infirmary, and retained that position for two years. He then came to St. Louis and began the general practice of his profession in this city, pursuing later a post-graduate course of study at St. Louis Medical College and taking a degree from that institution. At the beginning of his practice in this city he was associated for a time with Dr. E. H. Gregory, and later with Dr. L. C. Boisliniere. Afterward he practiced alone for many years, continuing his active professional labors until 1888, winning a large measure of success and gaining the high esteem of his professional brethren and the general public. In 1888 he retired from the general practice of medicine, giving a share of his time thereafter to his duties as medical examiner for several life insurance companies, and devoting the remainder of his time to intellectual pursuits in harmony with his natural

tastes and inclinations. Throughout his life he made frequent visits to his old home in Virginia, and for several years prior to his death it was his custom to spend a portion of each summer in the "Old Dominion." The celebrated Jordan's Sulphur Springs, of that State, were, and still are, the property of the Jordan family, and these springs are the most fashionable and popular resort for the people of the lower counties of Virginia. The waters of the springs, having medicinal virtues of a high order, attract to the place health-seekers as well as pleasure-seekers, and here Dr. Jordan met each year many of the friends of his early life. Early in the summer of 1898 he made his accustomed visit to the springs and while there was suddenly stricken with an illness which resulted in his death. His remains were brought to St. Louis and interred in Bellefontaine Cemetery, near the remains of his wife, who had died some years earlier. In addition to being a man of fine professional attainments, Dr. Jordan had the amiable qualities and cordial manners which bespeak the cultivated gentleman, and his death was mourned by a large circle of friends. At different times he was connected with the city government in various official capacities, and in public as in professional life he was esteemed for his integrity and high character. In politics he was a Democrat, and he was an Episcopalian churchman, having been a communicant of Christ Church Cathedral from the time he came to St. Louis until his death. In 1859 he married Miss Emilie Alexander, daughter of B. W. Alexander, an early settler and wealthy resident of St. Louis. Two daughters and one son were born of their union, of whom one daughter died in early childhood. The other daughter is now the wife of H. W. Chandler, Jr., of St. Louis; and the son is Dr. G. A. Jordan, who, having followed in the footsteps of his father, is now in the active practice of his profession in this city and, for eleven years past, has been chief physician of the city dispensary.

Joy, Charles Frederick, lawyer and congressman, was born December 11, 1849, in Jacksonville, Illinois, son of Charles F. and Georgiana (Bachelder) Joy. Both his parents were natives of New Hampshire, who came early to Illinois, and were among the pioneer settlers in that State. After being fitted for college in Western schools he matriculated at Yale College, and was graduated from that institution in the class of 1874. He studied law, and was admitted to the bar at Shamokin, Pennsylvania. Soon afterward he came to St. Louis and formed a law partnership with Joseph R. Harris, with whom he was associated until Mr. Harris was elected circuit attorney of St. Louis. After that he continued the practice of law alone and gained prominence at the bar as a trial lawyer. Taking an active part in politics as a member of the Republican party, he was nominated for Congress in 1890, in the Eighth District, but was defeated. In 1892 he was again nominated, and was elected, but was unseated as the result of a contest instituted by John J. O'Neill. Nominated again in 1894, he won by a majority which could not be disputed, and as a representative in Congress gained well merited distinction during his first term of service. He was re-elected in 1896, and again in 1898.

Judson, Frederick N., lawyer, was born October 7, 1845, in the town of St. Mary's, Georgia, son of Dr. Frederick J. and Catharine (Chapelle) Judson. He is a lineal descendant of William Judson, who was the first settler at Stratford, Connecticut, he having made settlement at that place in 1634. Dr. Frederick J. Judson, who died in Bridgeport, Connecticut, in 1862, was for many years president of the board of education and of the public library board of the last-named city, and was a prominent and worthy citizen. His wife, the mother of Frederick N. Judson, of St. Louis, was of Southern nativity, having been the daughter of Dr. Newton Chapelle, of St. Mary's, Georgia. After being thoroughly well fitted for a university course, Mr. Judson entered Yale College in 1862, and was graduated as valedictorian of his class in 1866. After that he was for some time a teacher of the classics, and while thus engaged began the study of law. He completed his law course at Washington University, of St. Louis, entering the senior class at that institution, and being graduated therefrom with the degree of bachelor of laws in the class of 1871. Admitted to the bar, he entered upon his professional labors in this city, and has since been engaged in successful practice, impressing himself both upon the bar and general public as a lawyer of superior attainments and high character. The first public office which he ever held was that of private secretary to Gov-



Frederick N. Judson.

ernor B. Gratz Brown while that distinguished Missourian was serving as Governor of his State, Mr. Judson holding this confidential relationship to the Governor from 1871 to 1873. He was a member of the board of public schools of St. Louis from 1878 to 1882, and again in 1887, and was president of the board from 1880 to 1882, and from 1887 to 1889. He has taken an active part in procuring legislation for the public good. He was author of the law of 1879, securing the school lands of St. Louis as a permanent fund, and of the Act of 1887 reorganizing the St. Louis school board; was also member of the citizens' non-partisan committee, which prepared and procured the passage of the new election law of St. Louis, and was chairman of the Bar Association committee, which drafted the St. Louis judiciary laws of 1895; and was also chairman of the civic federation committee, which drafted the St. Louis school election law of 1897.

He is lecturer on constitutional law in the St. Louis Law School. He has at different times interested himself actively in politics as a citizen, but not as an office-seeker, and is known as a Democrat of the old school, strongly in favor of a sound financial system and a stable currency. He took an active part in the sound-money campaign in 1896, and was a delegate to the Monetary Conferences at Indianapolis in 1897 and 1898. He has made a number of addresses on professional and other topics, among which are: "What shall the State Teach?" before the Commercial Club of St. Louis in 1887; "The Rights of Minority Stockholders in Missouri," before Missouri Bar Association in 1888; "The Relation of the State to Private Business Associations," before the Commercial Club of St. Louis in 1890; "Liberty of Contract Under the Police Power," before the American Bar Association in 1891; "Address to the Graduating Class of Mary Institute," in 1894, and "Justice in Taxation as a Remedy for Social Discontent," before the Round Table Club of St. Louis in 1898. His religious affiliations are with the Episcopal Church. He is a member of the University, St. Louis, Noonday and Country Clubs. In 1872 Mr. Judson married Miss Jennie W. Eakin, of Nashville, Tennessee, and has one child, a daughter.

Judges Ousted.—The State Convention which met to revise the Constitution of Missouri in January of 1865 adopted an ordinance providing for the vacating of certain civil offices in the State, the avowed object being to eject from these offices all who had been in any way in sympathy with the Southern cause or could not be relied upon to enforce the provisions of the new Constitution. Under this ordinance—which became popularly known as the "Ousting Ordinance"—the judges of the Supreme Court of Missouri were ordered to vacate the offices which they then held on the 1st of May, following. Of the three judges then on the supreme bench Judge Bates retired voluntarily. Judges Dryden and Bay refused to recognize the validity of the ordinance, which was not a part of the Constitution ratified by the people, and declined to vacate their offices. In pursuance of the ordinance Governor Thomas C. Fletcher appointed as judges of the Supreme Court David Wagner, Walter L. Lovelace and Nathaniel Holmes, who made a formal demand to be put in possession of the court records and installed in their offices. On the 14th of June, 1865, Judges Bay and Dryden were holding court in St. Louis when General D. C. Coleman, acting in compliance with a military order issued by Governor Fletcher, appeared in the court room, arrested the two judges, forcibly ejected them from the bench and turned over to the new court the books, records, papers and seal of the court.

Julian Law.—A law passed by the Legislature of Missouri in 1895, which provided that the right to use the public highways for street railways should be sold at public auction to the responsible bidder proposing to give the largest percentage yearly of the gross receipts derived from such use and occupation, provided that such payment should in no case be less than two per cent of the gross earnings during the first five years of such occupation and use, and thereafter for each period of five years that such percentage should be increased to correspond with the increase in value of the land thus occupied and used. The law was designed to apply particularly to St. Louis, Kansas City, and other large cities of the State, in which, it was claimed, immensely valuable franchises were being granted to private corporations without proper compensation to the public therefor. The validity of the act was attacked in the courts, and on the 16th of November,

1898, the Supreme Court declared the law unconstitutional, holding it vague, indefinite and obscure in its provisions. The law took its name from its author, Representative Julian, of Kansas City.

Junior Congress of the United States.—An association of young men in St. Louis, whose object is intellectual improvement, controversial discipline and social entertainment. It is an imitation of the United States House of Representatives at Washington, following strictly the parliamentary forms and procedure of that body. Each member represents a certain State, and is supposed to watch its interest, assert its claims and speak and act in its behalf; duties which require that he should be familiar with its local affairs and controlling interests. When in session, the Democrats sit on the right, the Republicans on the left, and the Populists, or whatever third party representatives there may be, in the center. Bills are introduced, referred, reported, debated and voted on, in regular parliamentary order, and the proceedings are frequently animated and interesting. All national questions are treated. The Junior Congress has had debating contests with the Office Men's Club and the Current Events Club. It was founded in the year 1893. Joseph W. Lewis being the first speaker. It has about sixty members.

Jury Commissioner, United States, An officer of the United States courts, appointed for St. Louis, the office having been created by act of Congress in 1891. The duties of the jury commissioner are to select citizens of the different counties comprising the Eastern District of Missouri, for United States jury service. When the court wants a jury, either grand or petit, the jury commissioner is directed to draw such jury, and the persons thus selected for jury service are cited to appear by the United States marshal.

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Kaime, David Francis, who has been identified with the real estate interests of St. Louis for more than a third of a century, was born in the State of New Hampshire, in 1840, son of Benjamin and Sally (Watson) Kaime. In the paternal line he is descended from Scotch ancestors who settled in York, Maine, in the seventeenth century, and his maternal ancestors were English people, who came to this country early in the eighteenth century. Reared in a home in which industry was regarded as one of the cardinal virtues, Mr. Kaime received the thorough industrial training which is a distinguishing feature of the education of New England youth in rural communities. His education was obtained in the public schools of Pittsfield, New Hampshire, and at Pittsfield Academy, his school days ending before he was seventeen years of age. In 1857 he came to St. Louis, and thereafter taught school for some time in the public schools of this city. In 1864 he embarked in the real estate business, and ever since then he has continued to operate in that field of enterprise, gaining constantly increasing prestige and prominence as a representative of real estate and kindred interests and a capable and sagacious financier. Many important trusts have from time to time been committed to his care, and the faithful guardianship of these trusts and exact rectitude in all his transactions have gained for him the fullest confidence and esteem of the general public of St. Louis. For many years he was the confidential friend and business agent of St. Louis' most generous benefactor, the late Henry Shaw, and many of that distinguished philanthropist's gifts to the city were planned and arranged for in consultation with Mr. Kaime, and he was named in Mr. Shaw's will as one of the trustees of the estate. Mr. Kaime cast his first presidential vote for Abraham Lincoln in 1864, and has ever since acted politically with the party which the great emancipator helped to form. He is a Congregationalist in his religious affiliations, and a member of Pilgrim Church of that denomination in St. Louis. A member of the Masonic order, he has contributed his share toward extending the influence and usefulness of that mystic brotherhood, and for several years served as master of Naphtali Lodge

1829, and went to some of his levees. I have never seen any other inauguration till last March I went to Washington and saw McKinley inaugurated, and also went to the inauguration ball, but did not dance. The two inaugurations were sixty-eight years apart. While in college in Washington I went by stage to Baltimore to see the first piece of passenger railroad ever made in this country. It was in 1829, and was about twelve miles long, from Baltimore to Ellicot Mills, and we were hauled by horses; no steam locomotive engine then in the country. The rails were flat strips of iron laid lengthwise on timbers.

The road is now a part of the Baltimore & Ohio Railroad. After I graduated from college, in 1830, I went into Virginia and taught school for three years—the first year the Latin, Greek and algebra students of a large private school. The last two years I was hired to teach a private school of seven or eight scholars, and boarded in one of the families whose children I taught. They were the families of three sisters, the husbands of two of whom were dead. There was in the immediate neighborhood the family of the fourth sister, whose children were grown, and the four families had about six hundred slaves. It was in Amelia County, and General Lee retreated from Richmond through that county and surrendered to Grant but a few miles from that neighborhood. I studied law the two years I was teaching the private school, and made them count as two of the three years required by the laws of Maine for the admission to the bar. In the early winter of 1833 I returned to Maine and went to the law school in Cambridge, Massachusetts. I left there and went to Bangor, Maine, late in 1833, where my next older brother was practicing law. I studied law there till April, 1834, when I was admitted to the bar in Bangor, Maine. I practiced law there till the fall of 1850. In December, 1848, I married Miss Sarah Wilson, of Belfast, Maine. Her father was an eminent lawyer, originally from New Hampshire. He had been a member of Congress for one or two terms while Maine was a part of Massachusetts. In November, 1850, my brother, the lawyer, who had crossed the Isthmus of Panama in 1845 on his way to Lima, Peru, where he was appointed by President Polk as a second grade minister, and on his way there went up the Chagres River in a flatboat poled by the natives in their undress, taking him about three days, said to me that if I would go with him he would put a small stern-wheel steamer on the Chagres River to carry passengers going to California up the river about fifty miles, and he thought we could make a good deal of money by it. I agreed to go, and we shipped the machinery and materials for a boat to Aspinwall, or Colon, as now called, the point where the Panama Railroad was started to be built, and also shipped men to put up the boat and run it, cut wood for it, etc. We went from New York to Chagres in a steamer that carried passengers on their way to California by way of the Chagres River and the land passage across the isthmus. By the time we got our boat built and on the river most of our men had been sick and got frightened at the climate, and had run away, either home or to California. We had just enough left to manage the boat, and we hired natives to cut wood and some to work on the boat. My brother was taken sick in three or four months, and I had to send him home a very sick man, but he got well and lived till he was about ninety years old. I stayed there over two years, coming home once in the meantime. By that time the railroad had got so far up the river that our boat was not profitable, and I took out the machinery and sold the hull for a lunch-house on the river. We saved ourselves and made something, but not half enough to pay for the risk of life and property. I then thought I would take a look at California, and I crossed the isthmus and took a steamer at Panama for San Francisco. That was in the spring of 1853. I remained in San Francisco for several months examining the Mexican land law, as land titles at that time were very much mixed. In the fall a friend of mine there owned a large interest in a ditch or canal that brings water from a river to the "gulches," where is found small lumps and particles of gold, and he wanted me to buy an interest in it and go up to the upper part of California, where it was, and take charge of it. I did so, and went there and remained there about two years till the fall of 1855. I then thought the "gulch" was about worked out, and as my wife and child were in Maine and there was no railroad across the continent, I came home to Bangor. In coming home I took the Vanderbilt line and crossed the isthmus at the Nicaragua route, where we took mules for about twenty-five miles and then a steamer across Lake Nicaragua, and then

down the river, or outlet of the lake, to the Caribbean Sea, thence by steamer to New York. This is the route across the isthmus where our government now talks of building a canal, and it is the only place, in my opinion, where a canal can be built to connect the two oceans. A large lake on high ground would furnish water each way. As my law business in Bangor was broken up, I concluded to come West, and in 1856 I traveled over a considerable portion of the West, and concluded to move to St. Louis. In the spring of 1857 I came to St. Louis and bought a lot in Stoddard addition and built a house on Morgan Street, on the block between Ewing and Garrison Avenue, and moved into it in the fall of 1857, where I have lived ever since. In 1860 I formed a law partnership with Britton A. Hill, now deceased, which lasted till the spring of 1872, since which time I have been alone in my law business. In the fall of 1866 I was elected a member of the House of Representatives in the State Legislature for the years 1867-8. In the winter of 1867 we elected Charles D. Drake as a United States Senator in Congress. While I was in the Legislature we sold all the railroads of the State except the Hannibal & St. Joseph Railroad, because they were in a very unfinished condition and had not for six years or more paid any interest on about $30,000,000 of bonds, which the State had in 1852-3 issued for their benefit. In the fall of 1870 the Republican party, of which I then was, and am still, and always have been, a member, was very much divided on the question of the re-election of Governor McClurg as Governor of the State, and also upon the question of striking out a provision in the then Constitution of the State, which prohibited from voting those who had been active in, or had been in favor of, the Southern side of the rebellion. At the Republican convention in November, 1870, of which I was a member, there was a very hot contest, and after a three days' controversy a majority of the convention nominated Governor McClurg for a second election, but a large minority of the convention bolted and nominated Gratz Brown for Governor. The Democrats made no nomination that year, but voted for Brown, and he was elected by quite a large majority, and also the Legislature had quite a large Democratic majority. In December, 1870, President Grant appointed Senator Charles D. Drake to the office of Chief Justice of the Court of Claims in Washington. That made a vacancy in the Senate as to this State. In December, 1870, Governor McClurg appointed me to Judge Drake's place in the Senate. I held it till the Legislature elected General Frank Blair to fill out the remainder of Judge Drake's term. Since that I have continued in the practice of the law and have never sought office. I have now retired from practice except one or two old matters that I hope soon to dispose of. I have two children, a son, born before I went to California, and a daughter, born after I returned. The son is both a civil and mining engineer, and my daughter is the wife of a mining engineer. My wife died in November, 1893. I have passed my ninetieth birthday; am in good health, and hope to live some years longer, as I am not aware that I have any incipient disease in me or that my mind has in any degree failed or weakened, but I am not so physically active as when young."

Jewish Alliance Night School.—See "Jewish Charities."

Jewish Charities, United.—The first systematic relief of the Israelitish poor of St. Louis was begun with the establishment of the United Hebrew Relief Association in October, 1871, managed by the following officers: President, B. Singer; vice-president, Rev. S. Wolfenstein; treasurer, William Goldstein; secretary, A. Binswanger; superintendent and collector, S. Wolfner. This organization was necessitated by the influx of many poor Jewish families, who came here from Chicago after the great conflagration there. Later on the arrival of hundreds of Russian exiles called for more united efforts of relieving immediate wants and helping the indigent, but intelligent and industrious emigrants to help themselves. Various other Jewish societies for the purposes of relief sprang into existence, all of which distributed relief without communicating with one another. This state of affairs worked unsatisfactorily, and from time to time efforts were made to amalgamate the various charitable organizations so as to have but one central office for the distribution of relief. The United Hebrew Relief, however, was at all times recognized as the leading organization, and during the many years in which it was presided over by Rev. I. Epstein much good was

1898, the Supreme Court declared the law unconstitutional, holding it vague, indefinite and obscure in its provisions. The law took its name from its author, Representative Julian, of Kansas City.

Junior Congress of the United States.—An association of young men in St. Louis, whose object is intellectual improvement, controversial discipline and social entertainment. It is an imitation of the United States House of Representatives at Washington, following strictly the parliamentary forms and procedure of that body. Each member represents a certain State, and is supposed to watch its interest, assert its claims and speak and act in its behalf; duties which require that he should be familiar with its local affairs and controlling interests. When in session, the Democrats sit on the right, the Republicans on the left, and the Populists, or whatever third party representatives there may be, in the center. Bills are introduced, referred, reported, debated and voted on, in regular parliamentary order, and the proceedings are frequently animated and interesting. All national questions are treated. The Junior Congress has had debating contests with the Office Men's Club and the Current Events Club. It was founded in the year 1893. Joseph W. Lewis being the first speaker. It has about sixty members.

Jury Commissioner, United States. An officer of the United States courts, appointed for St. Louis, the office having been created by act of Congress in 1891. The duties of the jury commissioner are to select citizens of the different counties comprising the Eastern District of Missouri, for United States jury service. When the court wants a jury, either grand or petit, the jury commissioner is directed to draw such jury, and the persons thus selected for jury service are cited to appear by the United States marshal.

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of St. Louis. He has been twice married, and has a family of seven children.

Kaime, George James, was born August 31, 1860, in St. Louis, son of James E. and Laura L. (Sherburne) Kaime. The elder Kaime, of whom extended mention is made elsewhere in this volume, was born in Chichester, New Hampshire, grew up in New England, and in his early manhood came to St. Louis, where he was well known for some years as an educator and has since become still more widely known as a leading representative of the real estate interests of the city. George J. Kaime was reared in St. Louis, and when he was eight years old, began attending school in the primary department of Washington University. He was a pupil of that institution until 1878, when he entered the freshman class of Illinois College, at Jacksonville, Illinois. He studied two years at Illinois College and then spent another year at Washington University. From 1882 to 1886 he was interested in various branches of business in St. Louis, and in the year last named became secretary of the Missouri State Mutual Fire Insurance Company, of this city, a position which he still holds. His connection with the insurance interests of St. Louis has extended over a period of twelve years, and within that time he has demonstrated his thorough knowledge of everything pertaining to the insurance business. A careful, conscientious and able executive officer, he has been a student also of the science and economics of insurance, and of financial affairs in general, and has taken rank among the most thoroughly capable and influential of those belonging to the younger generation of business men in St. Louis. At the death of the late Alvah Mansur, whose estate was one of the largest which has been accumulated by a citizen of St. Louis, Mr. Kaime was made one of the trustees of the estate, in accordance with a provision of Mr. Mansur's will, and the duties incident to this important trust have since occupied a share of his time. Mr. Kaime is a churchman of the Congregational faith and is a communicant of Pilgrim Congregational Church. A quiet, scholarly man, he has always been devoted to his home, his family, and his books, but is not averse to social pleasures, and is a member of the St. Louis Club. November 20, 1889, he married Miss Nell Blackington Mansur, only daughter of Alvah Mansur, distinguished as a financier and man of affairs, whose career has been sketched elsewhere in these volumes. Mrs. Kaime was born July 15, 1864, at Nevada, Gilpin County, Colorado, and died in St. Louis November 10, 1897. Their children are Katherine Mansur Kaime, born October 5, 1890; Laura Sherburne Kaime, born January 8, 1893; and Alvah Mansur Kaime, born August 27, 1897.

Kaime, James E., is a descendant of one of three brothers who came from Scotland to America, landing at York Harbor, Maine, in 1630. These brothers became the progenitors of a sturdy stock, and many representatives of the families which they established are now to be found in the States of Maine and New Hampshire. One of such representatives was Benjamin Kaime, who was a well-to-do farmer of Chichester, Merrimack County, New Hampshire. He had five sons, one of whom was James E. Kaime He was reared on the farm, trained, as he grew up, to those habits of industry which New England farmers look upon as cardinal virtues, and in his boyhood attended the common school, academy and high school of his native town. He then studied for a year at the State Normal School of Bridgewater, Massachusetts, his ambition and purpose being to fit himself for a teacher Turning his attention to this calling, he then taught the grammar and high schools at Greenfield, Massachusetts, during the winter and spring of 1851-2. In the autumn of 1852 he came west and opened an academy in the town of Providence, Bureau County, Illinois, which he conducted successfully during the next year. At the end of that time he came to St. Louis, and, as the result of a competitive examination, participated in by more than thirty teachers and others who aspired to be teachers, was made assistant principal of the St. Louis High School, which had just been established. He entered upon the duties of this position in September of 1853, and retained his connection with the high school until the spring of 1859, when he resigned his assistant principalship to devote a year to business and travel. Contrary, perhaps, to his expectations, he did not return to the vocation for which he had fitted himself, but in 1860 became junior member of the real estate firm of Merrit & Kaime. The business prospered, and after a time he bought out Mr. Merrit's interest, selling it later to William G.

Webb, thus forming the firm of Webb & Kaime. Later Mr. Webb retired, to be succeeded by David F. Kaime, and the firm of J. E. Kaime & Bro. came into existence. This firm has since been part and parcel of the real estate history of St. Louis, has represented many large interests, conducted many important negotiations, and wielded a potential influence in real estate and financial circles. As head of this firm and as a citizen and man of affairs, James E. Kaime has become well known to the people of St. Louis, and in that sense has been a public man, although always modest and retiring in disposition. May 25, 1852, he married.

Kain, John Joseph, Roman Catholic archbishop, was born May 31, 1841, in Martinsburg, Berkeley County, in what is now the State of West Virginia. His early education was obtained at Martinsburg Academy, where he was a pupil of Right Rev. Thomas A. Becker, now bishop of Savannah. In the autumn of 1857 he matriculated in St. Charles College, located near the city of Baltimore, and was graduated from that institution in the class of 1862. He then completed a course of philosophical and theological study at St. Mary's Seminary, of Baltimore, and on the second of July, 1866, was ordained to the priesthood by Archbishop Spalding, among those ordained along with him being the distinguished prelate and educator, Archbishop John J. Keane, and the Reverends J. J. and M. J. McCabe, of St. Louis. Soon after his ordination he was assigned to the pastorate of the Catholic Church at Harper's Ferry, West Virginia, and remained there nine years. During a portion of this time he was also engaged in missionary work, having charge of the interests of the Catholic Church in four counties of Virginia and eight counties of West Virginia. While serving in this capacity he restored the churches of Harper's Ferry and Martinsburg, and rebuilt those that had been destroyed at Winchester and Berkeley Springs during the Civil War, repairing the ravages of that season of strife, and linking his name closely with the revivification of the church in a region which has no superior in the United States in point of historical interest. His earnest and effective labors in this field, and the executive and organizing ability which he has displayed, advanced him rapidly to a position of prominence among the Catholic clergy of Virginia and West Virginia, and on the 21st of February, 1875, he was nominated bishop of Wheeling. On the 23d of May following he was consecrated to this high office by the renowned Archbishop James R. Bayley, of the see of Baltimore, the highest in rank in the United States, the sermon being preached on that occasion by Right Rev. James Gibbons, now cardinal bishop of Baltimore. The diocese of which Bishop Kain took charge covered a large expanse of territory, extending from the southern boundary of Pennsylvania on the north, to the northern boundary of Tennessee on the south, and during the eighteen years that he filled this episcopate, he traveled over the diocese many times, ministering to a Roman Catholic population of more than twenty thousand souls In 1893 he was raised to the dignity of an archiepiscopate and transferred to St. Louis as coadjutor to the venerable Archbishop Kenrick. A few months after his coming hither, Rome made him administrator of the archdiocese, and in 1895 he was made archbishop of this see. Since then he has held a diocesan synod, at which was enacted ecclesiastical legislation in harmony with that of the plenary council of Baltimore. Long disputed questions of parish boundaries in St. Louis have been settled under his supervision, and in his administration of the affairs of the archdiocese he has proven himself the eminently capable church official, as well as an able and accomplished prelate. He purchased the site for the new cathedral on Lindell Boulevard, west of Newstead Avenue, and on this site he has already erected a chapel and a residence for the clergy who officiate at the chapel. This purchase includes four acres of ground and the site is a most eligible one for the projected cathedral.

Kalakaua in St. Louis.—The United States government having extended an invitation to King Kalakaua and placed the steamer "Benicia" at his disposal, he embarked at Honolulu, November 17, 1874, for San Francisco on his way to Washington, accompanied by the Honorable H. A. Pierce, the American Minister, and other gentlemen. On their arrival they were cordially received and treated as guests of the nation. After a tour through the Northern States, the royal party started homeward. From private official sources it was learned that the king would so

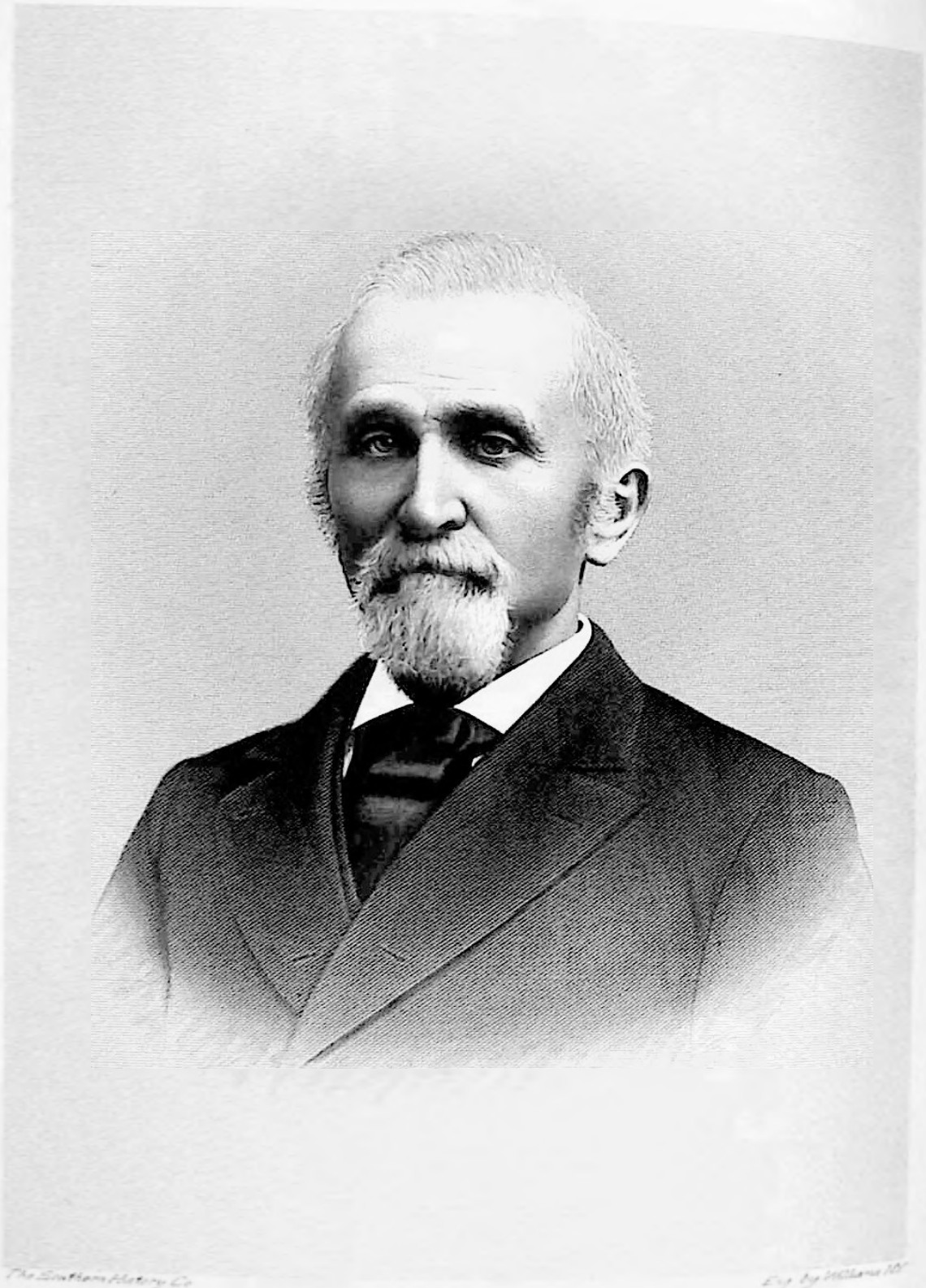
far deviate from the plan of his original route as to visit St. Louis, which would agree with his personal inclinations. On January 8, 1875, General Sherman, by letter, informed Mayor Joseph Brown that "His Majesty, Kalakaua, King of the Sandwich Islands," and suite would visit St. Louis, and that he would gladly do all in his power to receive and entertain him, but he thought that the mayor would prefer that he should be the guest of the city. In response, the mayor said he would lay the matter before the Merchants' Exchange, and the city council, and he had no doubt committees would be appointed to extend to the king such courtesies and hospitalities as the occasion demanded. Our citizens, he said, would gladly accept the general's offer, with that of his staff, to assist in entertaining King Kalakaua, the nation's guest. The king arrived from Chicago at the Chicago & Alton depot in East St. Louis on Saturday evening, January 12, 1875, when, at nine o'clock, carriages left the Southern Hotel bearing the reception committee to receive the visiting dignitaries and conduct them across to this side of the river. Those who went to present the first greetings were General Sherman, representing the general government; Acting Mayor Theophile Papin, Aldermen H. S. Turner, C. W. Francis, M. D. Collier and M. Madden, of the city council's reception committee, and D. P. Rowland and Martin Collins, of the Merchants' Exchange committee. After due exchange of greetings, the party were conveyed across the river and alighted at the Southern Hotel. In the parlors the king was welcomed in a speech by Acting Mayor Papin, at the conclusion of which the king bowed his acknowledgment. The afternoon of the next day the royal party was driven about the city. On Monday General Sherman and staff accompanied the visitors to the Merchants' Exchange, and in the afternoon came a reception and an invitation to attend De Barr's opera to witness the performance of "Girofle-Girofla" by the Oates troupe. Tuesday morning the visitors were taken out to inspect the Vulcan Iron Works and other manufacturing establishments. Proceeding on their way westward, the king and his party made a stop at Jefferson City, to visit the Legislature, then in session. An immense crowd gathered at the depot, where the king's car was boarded by Governor Hardin and the reception committee. The Governor made the welcoming speech, which was responded to by the king with a bow and thanks. A story told at the expense of Senator Joseph Ladue is that when the King declined to show himself to the crowd, the senator, almost as tawny-complexioned as the king, was thrust forward, and taken for His Majesty. The crowd repaired to Representatives' Hall, to which place the royal party was conveyed in carriages. The aisle of the hall was packed, and, the royal party having some trouble in getting through, Senator Ladue called out: "Come on, king," and the latter managed to get to the speaker's desk. Sandwiched in between members of the committee, he then made a clever speech, thanking all and extending the best wishes of himself and suite to the people of Missouri. He was applauded. In the Senate chamber the king was welcomed by Lieutenant-Governor Colman. On being called upon for a reply, he said he had exhausted what he had to say in the other end of the Capitol. Then, seizing the gavel, he said it reminded him of his own councils at home, and he would take the liberty to adjourn the session of the Senate. A call was then made on Governor Hardin in the executive room, after which the king and his suite returned to their train. Kalakaua arrived in Honolulu February 15, 1875, having produced a most favorable impression in the United States.

Kant Club.—See "Speculative Philosophy."

Kargau, Ernst D., journalist, was born in 1832, in Gruenberg, Prussia. He was liberally educated, completing his studies in Berlin. After devoting several years to travel in Europe, he came to the United States in 1857, and while sojourning in New York resolved to make journalism his profession. For two years thereafter he was connected with the press of that city and at the end of that time he sought the West and made St. Louis his home. He came here early in 1860 to take editorial charge of the "St. Louis Chronik," a German "daily," which in 1863 was merged into the "Anzeiger des Westens." After this consolidation of German newspaper interests, Mr. Kargau, became city editor of the "Anzeiger," and filled that position for twenty years thereafter. In 1883 he became editor of the Sunday edition of the "Westliche Post" and assistant to Dr. Emil Preetorius, the

distinguished editor-in-chief of that paper. His journalistic career continued in this capacity until the end of the year 1888, when the total loss of his sight compelled him to retire from active newspaper work. Although totally blind, he has since continued to be a contributor to the press, dictating articles which have appeared from time to time in the "Westliche Post," especially interesting articles having been prepared by him for the Sunday editions of that paper. He is the author of a work entitled "St. Louis in Earlier Years," published in German, in 1893, which is a very valuable contribution to local history, and his lectures before the Missouri Historical Society have been amongst the most interesting and entertaining delivered before that society.

Karst, Eugene, banker, was born July 29, 1837, in the town of Erstein, in the Lower Rhine Province of France, son of Joseph Aloysius and Katharine (Miltenberger) Karst. His birthplace was in the old home, still standing, in the little city of Erstein, and which has been occupied by successive generations of his family for two hundred and fifty years. The family records in both the Karst and Miltenberger lines are prolific of interesting history, and the present generation has much to cherish and hand down to posterity in this connection. Both the paternal and maternal grandfathers of Eugene Karst, who were named respectively Joseph Karst and Anthony Miltenberger, held high commissions, both military and civic, under the first Napoleon. Joseph Karst was for many years mayor of the city of Erstein, and during the French Revolution of 1793, which inaugurated the "Reign of Terror," he was instrumental in saving many persons from death who had been designated as victims by the relentless and bloodthirsty followers of Robespierre. The great service which he thus rendered to his countrymen has caused him to since be held in grateful remembrance by the people of his native city, and his name is inscribed upon the large cross surmounting the steeple of the cathedral of Erstein. The father of Eugene Karst also served under the great Napoleon and, in his young manhood, participated in the Napoleonic Wars as an officer of the French Army. He immigrated to the United States with his wife and family in 1838, and died in St. Louis. His wife also died in this city, after reaching the advanced age of ninety-three years. Their son, Eugene, was less than a year old when the family arrived in New York, and, as his parents came to St. Louis soon afterward, his entire life may be said to have been passed in this city. He was educated at St. Louis University and at the Christian Brothers' College, and entered in his youth the business in which he has ever since been engaged. The earlier part of his apprenticeship to the banking business was served in the old-time banking house of Bogy, Miltenberger & Co., and later he was connected with the banking house of Simonds & Taylor. He became connected with the St. Louis National Bank in 1875, and for a period of twenty-two years was continuously identified with this one of the leading monetary institutions of the city. For twelve years he was discount teller of this bank, and it is worthy of note that during that time he is said never to have required the holder of a check to be identified a second time, never apparently forgetting a face or a name. Becoming then cashier of the bank, he proved himself admirably qualified to discharge the duties of chief executive officer of a great banking institution. He has made a close and intelligent study of the banking business and financial problems incident thereto, and has been an equally keen analyst of the characters of men with whom he has had to do business. His attention to financial affairs has operated to prevent him from participating actively in politics. He has always been known as an orthodox member of the Democratic party, but has only once held a public office. That was during the administration of President Andrew Johnson, when he was appointed special United States Commissioner to pay the Delaware Indians for their lands in Kansas and to remove the tribe from that State to the Indian Territory, a work which he accomplished in about a year. For many years he has been a member of the Legion of Honor and also of the American Legion of Honor, and is president of the benevolent association, reorganized in June of 1897, known as the Bank Clerks' Association of Missouri. Mr. Karst was married, first, in 1864, to Miss Celeste Bogy, daughter of Honorable Lewis V. Bogy, who represented the State of Missouri in the United States Senate from 1874 until his death, which occurred in 1877. Mr. Karst's first wife died in 1876, and in 1880 he married Miss Louise Eulalie Myerson.



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Eng. by H.C. Harris N.Y.

Abram Kaysen

Kaskaskia.—During all the earlier years of the history of St. Louis, Kaskaskia was the most important neighboring settlement, and the frequency with which the names of the two places were coupled together is a sufficient reason for somewhat extended mention of the famous old Illinois town in this connection. It was the site of an ancient Indian village, at which the Illinois spent a portion of each year, and was visited by LaSalle in 1682. Soon after LaSalle made his first exploration down the Mississippi, some of the "Coureurs de bois," who had been among the Illinois Indians, erected their cabins at Kaskaskia, and thus began the French settlement there, the founding of which is usually credited to LaSalle. The town was situated on the Kaskaskia River, five miles above its junction with the Mississippi, and came to be looked upon as a prominent French settlement about the beginning of the eighteenth century. Gradually the French settlers supplanted the Indians, and the importance of the place as a center of trade increased until Kaskaskia became the chief town of Upper Louisiana and the metropolis of the Illinois country. It was not only the center of trade of a large area of territory, but was a center of the wealth and fashion of that primitive period as well, a city of two or three thousand people, without a rival west of the Alleghany Mountains. It passed under British domination in 1765 and in 1778 was captured by General George Rogers Clark in the brilliant expedition which won over to the cause of American independence the French settlers in Illinois and resulted in his conquest of that vast region known as "the Illinois country." It was the headquarters of General Clark in his operations against Vincennes, and on the 12th of December, 1778, was made the seat of government of the newly created county of Illinois by act of the Virginia Legislature. In 1809 Illinois was erected into a Territory, and Kaskaskia became the seat of the territorial government. It continued to be the capital of Illinois until 1820, two years after the admission of the State into the Union, when the seat of government was removed to Vandalia, to be transferred later to Springfield. After the removal of the capital, this once populous and prosperous town began to fall into decay, and it is now little more than a reminiscence. The last session of the Illinois Legislature held there was in 1819, and the most notable event in its history since that time was the visit of General Lafayette in 1825. In April of 1898 the old town was officially extinguished, so to speak, by the removal from there of the post-office.

Kavanaugh, Ben. T., clergyman, was born in Kentucky about the beginning of the nineteenth century, and became a Methodist Episcopal preacher in young manhood. He served his church in Kentucky, Illinois, Indiana, and among the Indians in the far North. He published a magazine in behalf of the African Colonization Society and traveled as agent for the said society. In Illinois he served as agent for McKendree College, located at Lebanon, and was instrumental in increasing its endowment fund. In 1839 he was appointed superintendent of Methodist Missions on the upper Mississippi and in the Lake Superior region. He established a mission among the Sioux Indians in the vicinity of Fort Snelling, where he was assisted by his brother, William B. He had three Indian preachers from a school at Jacksonville, Illinois, and established them in their work at Green Bay. He identified himself with the Methodist Episcopal Church, South, after 1845, and as a local elder became a medical practitioner in St. Louis, after his graduation from a medical college in Chicago. He ranked high as a physician and as a preacher in the Methodist church. He was the first editor of the St. Louis "Christian Advocate" for a period of some months. He was an able writer and wrote and published a volume on astronomy. He re-entered the itinerant ministry and served the congregations at Independence and Lexington, Missouri. He went South during the war of 1861-5. After a few years in the ministry in Texas he went to Kentucky and became a member of the conference in the upper part of the State. Though an old man he served a few years and died at Mount Sterling when he was very old and blind. He was a brother of Bishop Kavanaugh and belonged to a family of preachers.

Kayser, Henry, who was one of the most distinguished of the early German-American residents of St. Louis, was born at St. Goarshausen, Germany, August 9, 1811, and died in Hoboken, New Jersey, October 16, 1884. His parents were Reinhart and Elizabeth (Hincke) Kayser, and he was the seventh

child of eleven children. The elder Kayser was for a long series of years chief magistrate of the district in which he lived, and later judge of a German court of appeals. He removed, in 1817, to Dillenburg, in the Dukedom of Nassau, and at a later date to the town of Wetzler, where he died in 1832. Henry Kayser received a thorough classical and scientific education, and after completing his course at the Gymnasium of Wetzler, studied architecture. For two years he was under the preceptorship of I. C. de Lassault, of Coblenz, and for two years more, under that of George Moller, both distinguished in their profession. While in Darmstadt he also attended lectures on the higher mathematics and hydraulics, delivered by famous engineers engaged in the improvement of the Rhine, to which much attention was being given at that time. After completing his four years' course of the study of architecture, he attended for a time the Polytechnic Institute at Frankfort, for the purpose of gaining a practical knowledge of building operations. His father died at the time he was eighteen years old, and, being thrown entirely upon his own resources, he determined to come to America. Accompanied by his brother, Alexander Kayser—who later became a distinguished member of the St. Louis bar—and one of their sisters, he sailed from Bremen, March 1st, and at the end of a three months' voyage, arrived at New Orleans, May 1, 1833. When they landed in the "Crescent City," they found an epidemic of cholera prevailing there, and as soon as possible boarded a river steamer bound for St. Louis. Soon after this steamer, the "New Brunswick," left New Orleans, cholera of a most violent type made its appearance on board and within two days thereafter, seven deaths had occurred. The steamer was delayed by broken machinery and this added to the horror of the situation, but Mr. Kayser and his brother and sister escaped the plague and were finally landed safely in St. Louis. When they reached this city, cholera was prevalent here also, and for some time thereafter they made their home with a Swiss farmer who lived something more than thirty miles distant from St. Louis. At first the brothers were inclined to follow farming as an occupation, but discovered, at the end of a year and a half, that they were not fitted for it by education and training, and abandoned it after having learned some lessons useful to them in later years. In 1834 Henry Kayser came to St. Louis with a few dollars in his pocket and opened a drawing school for mechanics' apprentices. This school was patronized by a considerable number of scholars and, being employed also by the superintendent of Indian affairs to construct from surveys certain maps of Indian reservations, he found himself after a time in receipt of a comfortable and regular income from these sources. Less than a year after his coming to St. Louis, he was appointed to a position in the office of the United States surveyor-general of public lands for the States of Illinois and Missouri, and held that position until the summer of 1837, when he was appointed assistant engineer to Lieutenant Robert E Lee, who had been sent West in charge of a corps of engineers to make surveys and report on projected improvements of the harbor of St Louis. During the winter of 1838, by permission of his superior officer, he assisted the eminent French savant, Dr. Nicollet, in making preparatory drawings and calculations for the expedition sent out later to discover the source of the Mississippi River. He continued in the service of the United States Government as an assistant engineer until the fall of 1839, and then accepted the office of city engineer of St. Louis, which had shortly before this been created by legislative enactment. In taking charge of this office, he entered upon a herculean task. With the exception of a few memorandum books, he found no records which threw any light upon the affairs with which he had to deal, and as officials more or less antagonistic to each other had previously exercised a divided authority in this field, it was with great difficulty that he reduced the engineering affairs of the city to anything like a perfect system. His thorough knowledge, however, of everything pertaining to his calling enabled him, after a time, to perfect the engineer's department of the city government and inaugurate a system which has remained in existence with comparatively few changes up to the present time. Except during the year 1846, he held the office of city engineer until 1850, at which time he tendered his resignation. He soon afterward went abroad with his family and remained away until 1851. In 1853, he was again chosen city engineer, holding the office thereafter until 1857, except during the year 1855. In 1858 he was elected a member of the city council from the First

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ward, and re-elected to that office in 1860. Soon after his second election, he resigned from the council to accept a nomination for the office of county commissioner, for which however, he was defeated at the ensuing election, owing to the strength developed by the newly organized Republican party, he being a Democrat in politics. Thereafter, he devoted himself to his professional duties and private business affairs until 1871, when he was elected city comptroller. After holding this office two years, he was unanimously renominated at the Democratic City Convention of 1873 and re-elected by a large majority. Soon after entering upon his second term failing health admonished him that he must relieve himself of the cares and responsibilities incident to the office, and he therefore resigned the comptrollership in the autumn of that year. The year following he again visited Europe, and upon his return to St. Louis lived in comparative retirement until his death. He was in all respects a scholarly and accomplished man, and his scientific knowledge was utilized to benefit and improve the city of St. Louis in various ways. He was a citizen whose exact rectitude and high character was manifest in all the affairs of life, and his public services were of great value to the city. In private life he held numerous positions of honor and trust. He was a director in the Home Mutual Fire & Marine Insurance Company during the first year of its existence, and a member also of the first board of directors of the St Louis & Iron Mountain Railroad Company. After its reorganization in 1846, he became a member of the board of directors of the St. Louis Gas Light Company, and was identified with that corporation for several years. He was president of the Polyhymnic, the first German-American musical society in St. Louis; president of the German Emigrant Society at the period of its greatest usefulness; president of the first German club formed in St. Louis, and one of the founders of the first German newspaper established in this city. After the memorable Gasconade bridge disaster he was appointed a member of the commission to inquire into the cause of the accident, and made a report, which at the time attracted general attention, evincing the thoroughness of his knowledge as a civil engineer and his fearlessness in exposing carelessness and incompetency. Mr. Kayser married, in 1844, Miss Emilie Lassen, who was born in Copenhagen, Denmark, in 1827, and came with her parents to St. Louis in 1843. The children born of their marriage, who, together with their mother, are the surviving members of Mr. Kayser's family, were Elise Kayser, now Mrs. E. C. Lackland; Justine Kayser, now Mrs. Daniel Catlin; Camilla Kayser, now Mrs. Ephron Catlin, and Charlotte Kayser, now Mrs. George B. Leighton.

Kayser, Martha S., was born in Fulton, Callaway County, Missouri, April 12, 1850, the youngest of a family of nine children. Her parents, Andrew Kayser and Rosina (Roth) Kayser, both of Berne, Switzerland, settled in Missouri during the "forties." Losing her mother when she was four years of age, she was taught at home by her sisters, all of whom had marked literary and artistic tastes. She attended only a few private schools, each a few months, until she was sixteen, but had considerable knowledge of history and classic literature. She removed with her family to Orange, Texas, in 1859, residing there, with one year's intermission, until 1866, when her oldest brother brought her back to Missouri, placing her at school for three years, after which she began the profession of teaching. She published verses at fifteen, and still publishes them at intervals, this being her favorite and most natural method of expression. She began newspaper work in 1874, writing for the St. Louis "Republican." She resigned her position in the public schools of St. Louis in January, 1891; was on the clerical force of the Missouri Legislature in 1893 and 1895, and has done miscellaneous work for various papers and other publications. In 1896 she started a monthly journal called "Here and There," but withdrew it after three months. She was next connected with the "Encyclopedia of the History of St. Louis"—1897-9—and on the completion of her assignment on this publication was engaged for similar work on the "Encyclopedia of the History of Missouri."

Keane, William, who has been, in the literal sense of that term, one of the builders of St. Louis, was born July 12, 1842, in Ireland. His parents were Michael and Mary Keane, who came to this country from the County Limerick, Ireland, in 1854, and located in St. Louis. His father was a prosperous farmer and land owner, and gave his son

the advantages of a good education in the public schools of this city. After leaving school he learned the builders' trade, and during the Civil War he was in the employ of the Federal government as superintendent of building operations at the Barracks. In 1865 he engaged in general building and contracting operations, and in later years erected some of the largest buildings in St. Louis. Among these were the old City Hall, the Monastery for the Redemptionist Fathers, and several of the buildings erected by the St. Louis Fair Association. Since 1884 he has been engaged in the real estate business, and is now head of the firm of Keane & Grace. He is himself a large owner of real estate; is a member of the Real Estate Exchange and the Merchants' Exchange, and is numbered among the thoroughly enterprising and public-spirited men of affairs in St. Louis. Politically he has affiliated with the Democratic party, and is now in full sympathy with that school of Democracy which favors the maintenance of the gold standard for our national currency and a sound financial system. For generations back his ancestors have been members of the Roman Catholic Church, and he adheres steadfastly to the religious faith of his fathers. He is a member, and has been president, of the St. Vincent de Paul Society; has been president of the Holy Family of St. Alphonsus Conference, and has been president as well as a member of Branch No. 447 of the Catholic Knights of America. He is also a member of the Legion of Honor. February 25, 1868, he married Miss Mary McClean, daughter of William and Mary McClean, of Madison, Indiana. Their living children are Mary A. Keane, Julia Keane, Mrs. Catherine Dubronillet, William Keane, Bessie Keane, and Blanche Keane.

Kearny, Stephen Watts, one of the most illustrious of American soldiers, was born August 30, 1793, in Newark, New Jersey, and died in St. Louis October 31, 1848. He was the grandson of an immigrant who settled in New Jersey some years before the American Revolution, and his family was one which occupied a position of prominence and exerted much influence in New Jersey. A near relative of his family was the gallant General William Alexander—called Lord Stirling—of Revolutionary fame, and Lady Mary Watts was one of his kinsmen. General Kearny was reared in New Jersey, and was a student at Princeton College at the beginning of the second war with Great Britain. Fired by the patriotism which was a dominant element in his nature, he left college when the war began, notwithstanding the fact that his friends advised against such a course, and entered the army, being commissioned a lieutenant in the Thirteenth Regiment of infantry by President Madison. General John E. Wool was captain of the company in which he served as a lieutenant and on the 13th of October, 1812, the company, with two others of the regiment, received "the baptism of fire" at the battle of Queenstown. In this engagement the companies of the Thirteenth Infantry faced the justly celebrated and finely disciplined Forty-ninth British Infantry, a regiment which had stood the ordeal of the Peninsular War, and had won laurels from the best troops of France. The British troops occupied an advantageous position on Queenstown Heights, and their galling fire threatened to annihilate the American forces. As Colonel Van Rensellaer, who commanded the Thirteenth Regiment, was being borne from the field desperately wounded, he ordered the remnant of his companies to storm the Heights, and this order was carried into execution under the leadership of Captain Wool, Lieutenant Kearny, and Second Lieutenant T. B. Randolph. The perilous assault was made with brilliant success, and the enemy was driven from the guns, which became the first trophies of the war to the United States troops. Overwhelmed by superior numbers, however, the Americans were finally compelled to surrender to the British, and after the surrender Lieutenant Kearny, with other prisoners, was marched to the neighboring village of Niagara. After a confinement of some weeks at Niagara he was sent with the other prisoners to Quebec, and among them all there was none who chafed as did this gallant and ambitious young lieutenant at his confinement as a prisoner of war. Colonel Scott conceived a plan of escape for the prisoners, into which Kearny entered heartily, but circumstances prevented the plan from being carried into execution. When they arrived at Quebec they were confined in the old French castle, and were subjected to many indignities. Kearny was with Scott at the time the latter officer resisted the attempt to place in confinement the Irishmen surrendered at Queenstown, and ably sus-

tained him in his energetic action in relation to this high-handed measure. Finally an exchange of prisoners was effected, and Kearny served to the close of the war, attaining the rank of captain. He was subsequently stationed at Sackett's Harbor, where he established a reputation as a disciplinarian and an officer, which placed him in high favor with the government military authorities. Notwithstanding the reduction of the army which took place between 1815 and 1821, he was retained in the service with the grade and rank of captain, and in 1823 was brevetted major. The same year he assumed command of four companies of the First United States Infantry Regiment, stationed at Fort Bellefontaine, which was then the name of the military post at St. Louis. With that command he accompanied Brigadier-General Atkinson on his famous expedition to the upper Missouri, which consumed two years. On his return he was commissioned major of the Third Infantry Regiment, and sent to the southern extremity of the Indian Territory, where he established Fort Towson, on the bank of Red River. To reach this place it was then necessary to pass through a broad expanse of country totally uninhabited, and the information which he collected concerning the resources of the country was exceedingly valuable to the government. He continued to serve as major of the Third Infantry until Congress authorized the levy of a cavalry corps, to be called dragoons. Major Kearny was appointed lieutenant-colonel of the First Dragoons, and organized the regiment. In 1834 he accompanied Colonel Dodge on his arduous campaign against the Comanches of the Red River country, and the regiment became conspicuous throughout the army for its high state of discipline, a distinction for which it was indebted to the studiousness, intelligence and thoroughness of Kearny. General Gaines said of the First Dragoons that they were the best troops he ever saw, and an incident which illustrates the perfection of their discipline may well be related in this connection. While stationed at Jefferson Barracks Colonel Kearny was drilling a brigade in an open field near the post. The maneuver was the simple exercise of marching in line to the front. An admirable horseman, he sat with his face toward the troops, while the horse he rode, perfectly reined, was backed in the same direction along which the command was marched. Suddenly the animal fell, fastening the rider to the ground by his whole weight. The brigade had been drilled to such a state of insensibility that not a member of it came to the colonel's assistance, nor was it necessary. The line advanced to within ten feet of him, when, in a loud, distinct voice, as calmly as if he had been in the saddle, Kearny gave the command: "Fourth Company — obstacle — march!" The Fourth Company, which was immediately in front of him, was flanked by its captain in the rear of the other half of the grand division. The line passed on, and when he was thus left in the rear of his men, he gave the command: "Fourth Company, into line, march!" He was not seriously injured, extricated himself from his horse, mounted again, passed to the front of the regiment, and executed the next maneuver in the service he had marked out for the day's drill. In 1835, in command of four companies, Colonel Kearny visited the Sioux Indians of the upper Missouri, and brought about a reconciliation between those Indians and their neighbors, the Sacs and Foxes, between whom a warfare had been going on for many years. In 1836 he succeeded Colonel Dodge as colonel of the First Dragoons, and until 1842 was stationed at Fort Leavenworth. During this time, with less than half a regiment under his command, he protected the entire Missouri frontier from Indian depredations, making frequent expeditions into the Indian country, and always leaving them with a wholesome respect for the government under which he served. As a commander he maintained during this time admirable *esprit de corps* and excellent good feeling among the officers and men of his command, and gained also the highest respect and the utmost confidence and good will of the frontier settlers with whom he was brought into contact. In 1842 he was assigned to the command of the Third Military Department, with headquarters at St. Louis, and retained this position until 1846. In 1845, with five companies of dragoons, he made one of the most remarkable marches on record, extending as far as the south pass of the Rocky Mountains, and returning by way of Bent's Fort, on the Arkansas, to Fort Leavenworth. The result of this expedition was important in the influence which it exerted on numerous tribes of Indians, and the protection which it gave to the immigrants to Oregon, and persons engaged in the Santa Fe

trade. When the war with Mexico began he was made a brigadier-general, and assigned to the command of the Army of the West. Ordered to take military possession of New Mexico and California, the task which lay before him was that of marching his troops across what was then known as "the Great American Desert," with no possibility of obtaining supplies except at either extremity of the route. This splendid soldier was, however, familiar with such service, and knew how to provide what was needed for the expedition, and being a man of prompt action, such provision was quickly made. In an incredibly short time he had organized his forces, collected his supplies, made the long march across the plains and over the mountains, and almost before the New Mexicans were aware that there was a state of war between this country and Mexico General Kearny was in possession of the old city of Santa Fe. There he demonstrated that he was a statesman, as well as a soldier; a diplomat, as well as a general—and the address which he issued to the people of New Mexico, immediately after he invaded their territory, is worthy of preservation among the State papers of the republic. At Las Vegas, where he was met by the alcalde and people, to whom he deemed it important he should make known his intentions, he spoke as follows:

"Mr. Alcalde and people of New Mexico: I have come among you by the order of my government to take possession of your country and extend over it the laws of the United States. We consider it, and have done so for some time, a part of the territory of the United States. We come among you as friends—not as enemies; as protectors—not as conquerors. We come among you for your benefit—not for your injury.

"Henceforth I absolve you from all allegiance to the Mexican government, and from all obedience to General Armijo. He is no longer your Governor (great sensation); I am your Governor. I shall not expect you to take up arms and follow me, to fight your own people who oppose me; but I now tell you that those who remain peaceably at home, attending to their crops and their herds, shall be protected by me in their property, their persons and their religion; and not a pepper, nor an onion, shall be disturbed or taken by my troops without pay, or by consent of the owner. But listen! he who promises to be quiet and is found in arms against me I will hang.

"From the Mexican government you have never received protection. The Apaches and the Navajoes come down from the mountains and carry off your sheep, and even your women, whenever they please. My government will correct all this. It will keep off the Indians, protect you in your persons and property; and, I repeat again, will protect you in your religion. I know you are all great Catholics; that some of your priests have told you all sorts of stories—that we should ill-treat your women and brand them on the cheek as you do your mules on the hip. It is all false. My government respects your religion as much as the Protestant religion, and allows each man to worship his Creator as his heart tells him is best. Its laws protect the Catholic, as well as the Protestant; the weak, as well as the strong; the poor, as well as the rich. I am not a Catholic myself—I was not brought up in that faith; but at least one-third of my army are Catholics, and I respect a good Catholic as much as a good Protestant.

"There goes my army—you see but a small portion of it; there are many more behind—resistance is useless.

"Mr. Alcalde, and you, too, captains of militia, the laws of my country require that all men who hold office under it shall take the oath of allegiance. I do not wish for the present, until affairs become more settled, to disturb your form of government. If you are prepared to take the oath of allegiance I shall continue you in office and support your authority."

At Santa Fe he pursued the same course in dealing with the natives, and after establishing a civil government and promulgating a code of laws, which have constituted the foundation of the jurisprudence of New Mexico, he proceeded to carry out the further instructions of his government. He departed for California at a season of the year when such an expedition was deemed most hazardous on account of the sterile and inaccessible nature of the country, and the excessively cold weather to which he would necessarily be exposed. An express which he received from California some days after he left Santa Fe leading him to believe that the conquest of that territory was practically complete, he ordered all but about one hundred of his men to return to Santa Fe, and with this small force

proceeded on his way. He encountered innumerable hardships, overcame obstacles of all kinds, and finally reached the borders of California, to discover that the enemy was by no means subdued. The native population had arisen against the invaders, and he learned that Andreas Pico, with a force much superior to his own, was near San Diego, and proposed to give him battle. Notwithstanding the fact that his troops were exhausted by their long march; were mounted on brokendown mules, and in poor condition to engage an enemy, he pushed on to San Pasqual, struck a quick, sharp blow, and routed Pico's forces. Pushing along toward Los Angeles he had several subsequent engagements with the enemy, winning every battle, and finally capturing Los Angeles. The history of the Mexican War has made us familiar with the fact that after his invasion of California a controversy arose between him and Commodore Stockton as to who had the right to command the American forces, and that Colonel John C. Fremont became involved in this controversy to his own detriment, but it is only necessary to say of that controversy, in this connection, that when General Kearny returned to Washington and laid the matter before the military authorities his every act was sustained by the War Department. In the spring of 1848 he was ordered to Mexico, but all hostilities were then over, and his service there was uneventful. After the war he was assigned to the command of the military department of which St. Louis was headquarters, and thus came again to this city, and here closed his eventful career. While in Mexico he had been prostrated by an attack of yellow fever, and the seeds of disease thus implanted caused his death shortly after his return. He died, leaving behind him a reputation for courage, high character, and ability as a military commander, which has been hardly excelled by any officer of the United States Army. Cool and dispassionate in the formation of his judgment, he received counsel and suggestions with affability and attention, but when a decision was reached it was unchangeable. His own mind was the storehouse of his thoughts, and when the time for action arrived he was always equal to the occasion. He was greatly beloved by the men who served under him, and the confidence which all felt in his ability, his deliberate judgment and prompt action made him an ideal commander. From the time of his entering the army until his death he was on frontier duty, and the West claimed him as her own, was proud of him living, and honors his memory. He was the author of a "Manual of the Exercise and Maneuvering of United States Dragoons," published in Washington in 1837, and of "Laws for the Government of the Territory of New Mexico," published in Santa Fe in 1846, known as the "Kearny Code." General Kearny married, in 1830, Miss Mary Radford, and nine children were born of their union. Of these children William Kearny married Sue M. Edwards; Charles Kearny married Annie Stewart; Harriet Kearny married George Collier, Jr.; Mary Kearny married Daniel Cobb; Louisa Kearny married William T. Mason; Ellen Kearny married Western Bascome; Clarence Kearny married Emily Fee, and Henry S. Kearny married Alice DeWolf. Stephen W. Kearny died June 8, 1895, unmarried.

Keating, William, long well known as a public official in St. Louis, was born June 21, 1832, in the County Tipperary, Ireland, and died in St. Louis March 5, 1898. He received a fairly good education in a private school of his native town, and when seventeen years old came to this country, landing in New York City in 1849. From there he came a little later to St. Louis, and during the earlier years of his life he was employed in various capacities in this city. When the Missouri Pacific Railroad Company first began the operation of its line out of St. Louis he was employed some time by the company as a clerk. Later he held a position on the police force, and walked the same beat with Major Harrigan, since chief of police. Soon after the Civil War he was elected a justice of the peace, and held that office for sixteen years. In 1877 he became a member of the city council, and served two terms in that body. Thereafter he held no official positions, but devoted himself to private business interests and accumulated a comfortable fortune. At his death he left numerous bequests to Catholic charitable institutions and is numbered among the benefactors of the Little Sisters of the Poor, the Roman Catholic Orphan Asylum, the Convent of the Good Shepherd and other similar institutions. He was a member of the Ancient Order of Hibernians and of the St. Vincent de Paul Society, and at differ-

ent times held membership in various political societies, having long been prominent in Democratic politics. He married in 1856 Miss Johanna Brennan, of St. Louis, also a native of Ireland, who died in 1868. Of six children born to them the only one living in 1898 was Mrs. Ella Butler, wife of Edward F. Butler, son of the well known Democratic politician of St. Louis. In 1869 he married for his second wife Mrs. Maria Cummings, of St. Louis, who survives him.

Keel-Boats.—The keel-boats used in the early navigation of the Mississippi River were modeled boats resembling in construction the pirogues, except that they were larger in every way and would carry about three times as much freight. Their carrying capacity was usually about one hundred and fifty tons, and the ordinary method of propelling them up stream was by means of long poles, which the boatmen rested on the bed of the river, with the other ends against their shoulders pushing the boat forward by walking toward the stern. Sometimes also a long rope was fastened to some immovable object on the bank of the river, if the current was unusually strong, and then the crew, standing in the bow and pulling hand over hand, drew the boat forward. Three months were usually consumed in making the trip from New Orleans to St. Louis.

JOSEPH BROWN.

Kehlor, James B. M., flour manufacturer, was born June 6, 1841, in Paisley, Scotland, son of a prosperous manufacturer, who was one of the makers of the famous Paisley shawls. He was well educated, completing a course of study in the schools of Glasgow, which was supplemented later by attendance for a time at an English school. After quitting school he remained with his father until he was eighteen years of age, and then came to this country, landing in New York City and remaining there one year. At the end of that time, accompanied by his brother, John Kehlor, he went to Milwaukee, Wisconsin, and together they started, in a small way, proportionate to the means at their command, a paper manufactory at that place. In 1861 he went to Waterford, Wisconsin, and continued his manufacturing operations at that place, combining with the paper factory a flouring mill. He remained at Waterford until 1864, and then, after disposing of his interests there and spending a little time in Chicago, James B. M. Kehlor came to St. Louis and then went to New Orleans, establishing the commission house of Kehlor, Updike & Co., which had its principal business offices in New Orleans, with St. Louis as the place from which its shipments were mainly made. This firm entered at once upon an era of remarkable prosperity and built up a vast business, the volume of which aggregated seventeen million dollars during the period of its existence prior to 1869. The bulk of this business consisted of operations in the flour and grain trade, and within a few years Mr. Kehlor had become recognized as one the leading dealers in these commodities in the Southwest. In 1869 he and his partner quit doing business at New Orleans and purchased the Laclede Flouring Mills, of St. Louis. Two years later they also purchased the Pacific Flouring Mills, of St. Louis, and in 1873 Mr. Kehlor became the owner of these properties through the purchase of his partner's interest. He then associated with himself his brother, John Kehlor, and under the firm name of Kehlor Brothers they conducted the milling business together until 1874, when he purchased his brother's interest. Notwithstanding the fact that he thus became the sole owner and operator of these two manufacturing plants, the business has continued up to the present time under the name of Kehlor Brothers. In 1885 he became the owner also of the Litchfield (Illinois) Flouring Mills, and in 1892 of the Rex Mills, of Kansas City, Missouri, and the Kehlor Mills at East St. Louis. The Kehlor and Rex Mills are the two largest winter wheat mills in the country, and for years Mr. Kehlor has been known as one of the great flour manufacturers of the United States. Eminently successful in this field of enterprise, he has become incidentally connected also as an investor with many other enterprises of consequence and magnitude, financial and otherwise. He has been president of the Citizens Insurance Company, of St. Louis, for the past twenty years, acted as president of the Consolidated Elevator Company during the year 1897; has been a director of the American Exchange Bank, and of the St. Louis National Bank, and at present is a director of the Third National Bank and of other institutions. He had small means when he first came West, and the fortune which he has accumulated has been the result of constantly expanding

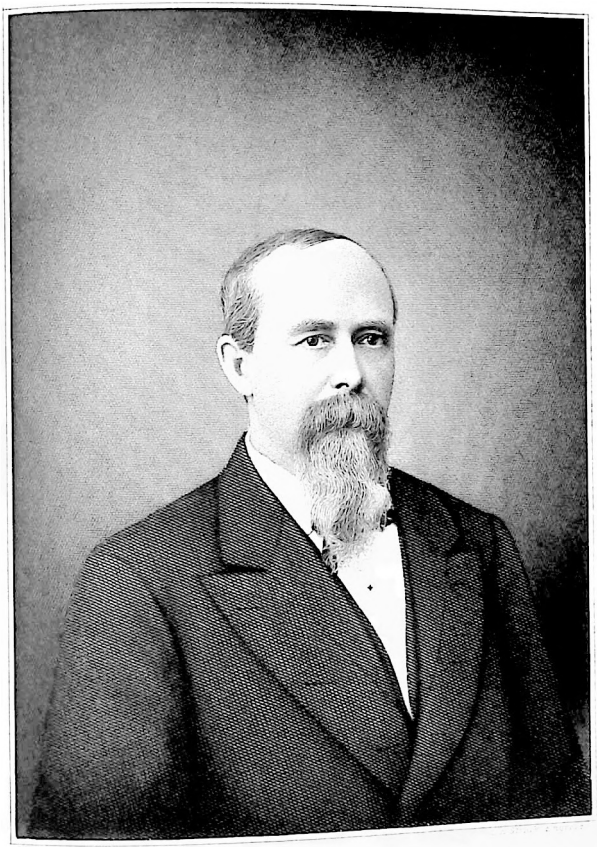
operations and the steady and continuous growth of his industrial activity. The flouring mills which he operated in Wisconsin had a capacity of seventy-five barrels per day, while the mills which he has since operated have turned out nine thousand barrels per day, and in his output of this staple product he stands to-day next to the great millers of Minneapolis among the milling kings of the United States. To-day, as in earlier years, he gives to this vast business his personal attention, and his success in life has been due first, to very superior business capacity, and next, to the close supervision which he has given to the conduct of all his affairs. He has never been a politician, but has always given intelligent consideration to the economic questions which have from time to time figured as political issues, and as a consequence has endorsed the "sound money" and protective tariff principles of the Republican party. He is a Congregational churchman and has contributed his share to the advancement of church interests. Mr. Kehlor married in 1861 Miss Lamvia W. Rust, of Waterford, Wisconsin, and their children have been Carrie W. Kehlor, now the wife of George F. Tower; Josephine E. Kehlor, now Mrs. Peyton T. Carr, and Jessie L. Kehlor, now Mrs. C. K. D. Walsh.

Kehr, Edward C., lawyer and ex-member of Congress, was born November 5, 1837, in St. Louis County, of German parentage. He was reared in the country, received a thorough academic education, and then studied law. February 18, 1858, a few months after he attained his majority, he was admitted to the bar in St. Louis, and immediately afterward began the practice of his profession in this city. He was well equipped for this profession, both by nature and education, and close application to the business of his calling soon won for him a prominent position at the bar, which he has ever since retained. Early in his career he began taking a somewhat active interest in politics, affiliating with the Democratic party. Following the financial panic of 1873 he was prominent among those who resisted strenuously the efforts then being made under the stress of a money panic to commit the Democratic party to a policy of unlimited inflation of the currency. He combatted vigorously the tide of financial fallacies which then swept over this region, as it did over all parts of the United States, but at the same time advocated the revenue reform principles of the Democratic party. In 1874 he was nominated for Congress on a "hard money," "revenue tariff" and "home rule" platform, and was elected, defeating ex-Lieutenant-Governor E. O. Stanard, who was the Republican candidate in what was then known as the First Missouri district. He served his constituents ably and faithfully in the Forty-fourth Congress, retiring at the end of his term and resuming the practice of law, to which he has since applied himself with the zeal of a devotee. A popular orator and ready writer, he is known to the public as one of the most accomplished and scholarly members of his profession in St. Louis.

Keiser, John Pinkney, who has been one of the most conspicuous representatives of the river transportation interests in St. Louis, and has, besides, been identified with many semi-public enterprises, was born September 23, 1833, in Boone County, Missouri, son of John W. and Elizabeth (McMurtry) Keiser. He is descended in the paternal line from a worthy Dutch ancestor, Rev. Peter Derick Keiser, who came from Holland to Pennsylvania in 1688 and settled with William Penn's Quaker and Mennonite followers at Germantown, now a part of the city of Philadelphia. This immigrant ancestor was a Mennonite minister, and built in Germantown a church, which was still occupied by a congregation of worshipers as late as 1898. One of the earliest, and perhaps the earliest, representative of this family to come west was the grandfather of John P. Keiser, who was one of the first settlers at Lexington, Kentucky, and who helped to build the fort which afforded protection to the original settlers at that place. This Kentucky pioneer afterward settled on a farm near Lexington, and his old homestead is still occupied by members of the Keiser family. John W. Keiser, the father of John P. Keiser, was born and grew up there, and in 1825 married Elizabeth McMurtry, who was born near Cynthiana, Kentucky, of Scotch-Irish parentage. In 1828 they removed to Missouri and settled in Boone County. Mr. Keiser built the first flouring mill—or, as it was called in those days, "grist-mill"—in that county, and the first steam mill west of St. Charles, Missouri, and in connection with this built also the first paper mill in

the State. In 1839, while in St. Louis, arranging for the rebuilding of his mill, which had been destroyed by fire, he met Pierre Chouteau, who was then at the head of the American Fur Company, and the formation of this acquaintance led to his becoming interested in steamboating on the Missouri River, then a very lucrative business, and one which had many attractions for active and enterprising men. He died in 1849, and his wife in 1874. John P. Keiser was the eldest of their children, and the others who survived their mother were Charles W. Keiser, David S. Keiser, and Mrs. Bettie Keiser Pratt. John P. Keiser first attended school at Pittsburg, Pennsylvania, while his father was there superintending the building of a steamboat. Returning to St. Louis he then attended the Catholic Sisters' School in the old Walnut Street Cathedral. In 1841 his father removed to Boonville, and then to Rocheport, Missouri, and the son continued his studies at those places until 1848. In that year he was sent to a private school at Herman, Missouri, to study the German language, and later attended Jones' Commercial College, of St. Louis, and the Howard High School, of Fayette, Missouri, where he completed his studies. At the time he left the High School the river transportation interests were having an era of great prosperity, and as the business was then exceedingly lucrative, and his father had been previously identified with it, it was natural that he should have been attracted to it. In 1852, before he was twenty years of age, he went on the steamer "Clendenin," with Captain Henry W. Smith, to learn river navigation, and in 1853 he received his first government license as a pilot on the Missouri River. Shortly afterward he took charge in that capacity of the United States snagboat, with Captain Waterhouse, and in 1856, although only twenty-three years old, he was put in command of one of the steamers of the "Lightning Line." In 1858 he bought his first steamer, "The Isabella," which yielded him rich returns as owner and commander until the beginning of the Civil War. During the war he was successively owner and commander of several steamers, and had many interesting and exciting experiences incidental thereto. After the war he engaged for a time in the commission business in St. Louis, in company with his brother, Charles W. Keiser, but the excitement over the discovery of gold in Montana and the consequent increase of passenger and freight traffic on the Missouri River took him back to river transportation again. During the years that he was actively interested in steamboating he built, owned and controlled in all fifty-eight steamers. He was identified with the construction of the Eads bridge for a time as general supply agent, and was conspicuously successful as general manager of the Carondelet Ways. Later he was made general superintendent of the Memphis & St. Louis Packet Company, which subsequently developed into the St. Louis & New Orleans Anchor Line. He was president of the Anchor Line Company after 1882 until 1884, when he disposed of his entire interest in the transportation company and severed his connection with the river interests. Shortly after this he was made president of the Laclede Gas Light Company, which position he ably filled until the company transferred its property to a reorganized corporation. Since his retirement from the presidency of this corporation he has given his attention entirely to private business interests, rounding out gracefully a career during all of which he has enjoyed an enviable reputation for honor and integrity of character. Always a man of action, good judgment has been no less one of his distinguishing characteristics, and he has been in all respects a well-rounded, well-balanced man of affairs. Genial in disposition and considerate of the welfare of those coming within the sphere of his influence, it has been his pleasure to live in the sunshine himself and to brighten as much as possible the lives of others. Young men have found no one among the substantial citizens of St. Louis who would go further out of his way to help them along in life, and his charities have been numerous, so quietly bestowed in many instances that the recipients had no knowledge as to where they came from. Since he was twenty-one years of age he has been a member of the Masonic order, and he is now numbered among the older members of that order in St. Louis. He married, September 27, 1864, Miss Laura Hough, daughter of Honorable George W. Hough, of Jefferson City, Missouri. Of their three children the eldest, John, died in infancy. Those surviving are Bettie Lemoine Keiser and Robert Hough Keiser.

Keller, George, merchant and manufacturer, was born near Zurich, Switzerland,



George Keller

September 9, 1828, and died in St. Louis January 18, 1896. His early home was in the canton of Zurich, and near the ancient city which is the capital and commercial metropolis of Switzerland. The picturesque hills and valleys, the land-locked lakes and silvery streams, and the scenic beauties which attract the tourists of the world to Switzerland were familiar to him in childhood, and he grew to manhood breathing the free air and enjoying the liberties of the ideal republic. In the carefully conducted schools of Switzerland he obtained an education designed to fit him for a business career, and such as would have been termed at that period "a liberal education" in this country. A thorough knowledge of the English, French and German languages were features of his education when he left Switzerland, a young man twenty-one years of age, to come to this country. Soon after his arrival in America he established himself in business at Memphis, Tennessee, as a partner in the hardware firm of McCombs, Keller & Byrnes, and after carrying on a successful business in that city for several years this firm transferred its interests to St. Louis. Here Mr. Keller continued to be identified with the hardware trade until 1875, in which year he severed his connection with his old-time associates to become interested in a manufacturing enterprise which contributed largely to the building up of his handsome fortune, and within a few years took rank among the important industries of the city. He was one of the organizers of what was originally the Chester & Harris Manufacturing Company, a corporation which changed its name to the Chester & Keller Manufacturing Company in 1884, and to the Keller & Tamm Manufacturing Company in 1892, the latter being the name under which it still conducts a manufactory which sends its products into all parts of the United States, and which has also a large trade with other countries. As now conducted, the business is carried on under the supervision of capable young men who grew up in Mr. Keller's employ, and who were associated with him for many years prior to his death. Mr. Keller was secretary and treasurer of the original corporation, and gradually increased his holdings of its stock until he became not only the recognized head of the establishment, but the principal owner as well. Evidence of the rapid and substantial growth of the plant, and of the intelligence and sagacity of its owners, is found in the fact that the original capital was, some years before Mr. Keller's death, increased three-fold, all paid up. More noteworthy even than the degree of success which attended his efforts as a financier and business man were the kindly relations which he established between those who bore to him the relation of employes and himself. Always a just man, he was also one of those genial, kind-hearted men whose sympathies go out to those less fortunately situated in life, and who scatter sunshine among those with whom they come into contact in the affairs of every-day life. Many people looked to him from day to day for the employment which furnished them a livelihood, and he was always tenderly solicitous for their welfare and happiness. Courteous and considerate in his intercourse with his employes and with those associated with him in business, all those who came in contact with him were greatly attached to him and felt a deep sense of personal bereavement when death called him to a good man's reward. In business circles he was known as a man of spotless integrity and noble instincts. The managers of charitable institutions knew him as one to whom they never appealed in vain, and scores of needy ones had personal knowledge of the fact that his sympathies were generous, and that he was always ready to lend a helping hand. He was by nature a student and lover of literature, art and philosophy, and, while modest and unassuming in deportment, possessed a versatile and cultured intellect, making him an instructive and stimulating friend and companion. Next to the happiness derived from the companionship of his family, his pleasure was found in his exceptionally fine library, which he dearly loved. He traveled extensively, and was a keen observer of men; was devoted to the country of his adoption, and, while not seeking or holding public office, his vote was always cast for righteous measures. He married Marie Louise Keller, of Memphis, Tennessee, and his domestic life was of that ideal kind which is the outgrowth of an association of gentle and loving natures in the family circle. Mrs. Keller was the daughter of Captain Joseph Keller, a prominent merchant of Memphis, who achieved distinction during the Civil War as captain of the "Swiss Rifles," of the One Hundred and Fifty-fourth Regiment of Tennessee Volunteers, Confederate Army,

under General Cheatham. In the city in which she spent all the earlier years of her life Mrs. Keller was especially noted for her love of music, her superior attainments as a musician, and her readiness on all occasions to utilize her artistic talent in aid of charitable and other worthy enterprises of a kindred nature. She survives her husband, and has three daughters—Marie Louise, Marie Corinne, and Adele Beatrice—who inherit her taste for music and musical talents. The eldest daughter, Georgiana Keller, died some years since.

Kelly, John G., was born in the city of Dublin, Ireland, on January 10, 1833. His parents were Thomas G. Kelly and Alice Gasken, of whom he has but a dim recollection, they having died when he was quite young. His father inherited a competence, but his circumstances were considerably curtailed before his death by losses sustained in the wreckage of ships engaged in trade between the West Indies and English ports, together with the failure of other business enterprises in which his fortune was invested. The bringing up and education of his son fell to relatives on the mother's side. It was the expressed wish of his father that when he arrived at the requisite age he should be placed as a midshipman in the English navy, which desire undoubtedly would have been carried out had he not the misfortune of being disqualified for the service by breaking his arm in a fall from a restive pony.

In connection with his general education he was placed in the office of Henry Brett, a distinguished civil engineer, for the purpose of studying that profession and of adopting it as his life's calling. Having heard and read so much of this country, and wishing to rid himself of the restraints of home and enjoy a wider field of activity, he embarked for America in 1850, which he reached after a voyage of nearly a month's duration on a sailing vessel from the port of Dublin. He left home without the knowledge or consent of any of his relatives, but on arriving at Baltimore he was glad to notify them of his adventure and ask for a remittance, which quickly came, with the injunction to return home. It was the last assistance of the kind he ever asked. He then started westward, joining a party of gentlemen bound for Clark County, Missouri, for the purpose of selecting and entering government land. In this he assisted as a surveyor, and had his first view of frontier life, excepting the Indians and buffalo his boyish fancy had pictured. After completing this work the party returned to Maryland, with the exception of himself. He settled in St. Louis, having heard of the intended railroads to be built from the city.

The Missouri Pacific Railway was at that time just begun, and on application to Thomas Allen, the president, he obtained employment in the office of Chief Engineer Thos. S. O'Sullivan, making drawings and calculating quantities of masonry and earthwork. He afterward went into the field and had charge of location, surveys and the construction of the roadbed on a portion of the line west of Herman.

He was subsequently connected with the Iron Mountain Railroad, being employed by the chief engineer, Jas. H. Morley, on the survey to the Pilot Knob, and was given charge of the construction of the first division from St. Louis, with which he remained until the track was laid.

In Illinois he had charge of many surveys for railways, the most notable being for the Alton & Rock Island Road from Beardstown north to its terminus.

Upon the breaking out of the Civil War he joined the Southern side of the movement, and after the Camp Jackson affair in this city enlisted in a company of cavalry in the vicinity of Carondelet, of which he was made captain. He joined General Jeff. Thompson at New Madrid. Here he was attached to the staff, with the rank of lieutenant-colonel, and given charge of the erection of Fort Thompson, a large and formidable enclosed work, intended for the defense of the place, with a commanding view of both the land and river approaches. Before its completion Island No. 10 fell, and consequently New Madrid had to be evacuated. The forces then joined General Price at Memphis, and the subject of our sketch was placed in command of the heavy guns that were mounted on a steamer transformed into a gunboat, named the "Jeff. Thompson," and sent to Fort Pillow, situated on the river north of Memphis. This service proving both unhealthy and distasteful, he was relieved of it by General Price and ordered to report at Corinth, where he was placed on the staff of General Henry Little, a division commander in General Price's army. He re-

mained with that officer until the battle of Iuka, where General Little was killed. He was then transferred to the staff of General Hebert, of Louisiana, and participated in the battles of Corinth, Chickasaw Bayou, and the siege of Vicksburg. For services rendered here upon the works he was recommended for promotion to major of engineers and sent to the Cape Fear River to erect fortifications at the mouth of the harbor of Wilmington, North Carolina. At Smithville he was captured in a raid made at night by Lieutenant Cushing and carried off to the blockading squadron. He remained a prisoner for thirteen months, and had the misfortune of being twice picked out with many others for severe treatment, in retaliation for the condition of the Union prisoners confined at Andersonville and Charleston.

The war ending, he returned to St. Louis and again engaged in the pursuit of his profession in extending the Iron Mountain Railroad to Arkansas and upon other public works. He became county engineer of St. Louis, a position once aspired to by General U. S. Grant. He was chief engineer of the Vicksburg & Ship Island Railroad, and subsequently built the narrow gauge road to the St. Joe mines, which he suggested to the owners as the only means by which it could become the great property it has since proved to be.

The mining fever in the West setting in, he went to the Rocky Mountains in 1879 and became interested in the Mary Murphy mine as a stockholder and manager, where he remained about six years. During that time he represented Chaffee County in the Legislature of Colorado. Upon the decline of silver he returned to St. Louis and became connected with the electric business as secretary and treasurer of the Municipal Electric Light and Power Company. He now has the position of treasurer of the Missouri-Edison Electric Company. He married in 1870 Medora, the youngest daughter of James L. Benson, of this city. He has two children—Mrs. William V. Eberly and Alice Medora, a schoolgirl.

As a genial, forceful and active man, Colonel Kelly became widely known in St. Louis, and on more than one occasion was offered a place on his party's ticket for an elective position, which honor, however, he always declined. He has been identified with the development of St. Louis in many ways, and excepting his absence in Colorado and other places to which his business called him, he has resided in this city since the close of the Civil War.

Kelly, Michael Lawrence, a pioneer among the mechanical builders of St. Louis, who became a man of fortune and influence in later life, was born April 11, 1817, in the County of Waterford, Ireland, son of Lawrence Kelly. He received a plain, practical education, and was apprenticed to the carpenter's trade, which he mastered thoroughly and then came to America, landing in New York City in 1836. He remained in that city, working at his trade and operating as a building contractor, for ten years thereafter, and then married and came to St. Louis on his wedding trip, journeying to this city by way of New Orleans. Deciding to make St. Louis his future home, he was engaged in building operations here until 1849, when the discovery of gold in California tempted him to the Pacific coast, which he reached by ocean voyage and the crossing of the Isthmus of Panama. He remained in California a year, and had the good fortune to return to St. Louis with $200 in his pocket, the exact amount which he carried away with him. Upon his return to this city he engaged in the wholesale fancy dry goods trade at the corner of Third and Market Streets, and continued in that business until 1864. He then disposed of his merchandising business, which had yielded him handsome returns, and became the builder and owner of a block of dwellings on Locust Street, between Twenty-sixth and Twenty-seventh Streets, in one of which he continued to reside until his death, which occurred December 12, 1897. After completing his Locust Street dwellings he was not engaged actively in the building trade, but his judicious investments gradually developed his possessions into a large fortune, to the management of which he gave his entire attention. During the earlier years of his business career in St. Louis he erected many of the more pretentious buildings in St. Louis, and always took a pardonable pride in having been the builder of the first marble-front building in the city, a structure which was located at the corner of Fourth and Walnut Streets, and for which marble was brought from New York to St. Louis on flat-cars. From the top of this building, and while engaged in its erection, he viewed the public parade given in

honor of the Prince of Wales on the occasion of his visit to this city. Strict integrity was a characteristic of all his dealings in life, and his fortune was acquired as a result of business sagacity and his sound judgment in making investments. He was somewhat eccentric in manner, but had seen much of the world, had a well-stored mind, and was always a pleasing and entertaining conversationalist. In politics he was independent, and in religion a Catholic churchman. He married in 1846 Miss Alice MacMurray, of New York City, who was a relative of the late Eugene Kelly, of that city, noted as a banker and financier. Mrs. Kelly, who was an educated and refined woman, died in 1885. Eight children were born of this union, their names being as follows: Richard Kelly, deceased; John Kelly, Kate Kelly, deceased; Eleanor Kelly, deceased; Joseph Kelly, Alice Kelly, Nellie Kelly, deceased, and Rowena Kelly, deceased. Their surviving daughter, Alice, still resides in St. Louis, being now the widow of James A. Yore, son of Captain James Yore, a noted old-time steamboat captain.

Kelly, Thomas J., ex-president of the Builders' Exchange, was born in Dublin, Ireland, February 28, 1846, and came to the United States in 1860. Nine years after his coming to this country he established himself in business in St. Louis as a contractor and builder. His thorough knowledge of his craft brought him into prominence within a few years, and he has since been known as the builder of some of the principal business blocks and public institutions of St. Louis. St. Joseph's Orphan Asylum, the Union Station Hotel, the Oriel Building, and other similar structures, besides many handsome private residences, are monuments to his mechanical skill and executive ability. Through his enterprise and activity he has furnished regular employment to a large number of artisans and laborers, and, while advancing his own interests, has contributed his share to the industrial prosperity of the city. He has been recognized as a leader in promoting the interests of the building trades; was president of the Builders' Exchange in 1891, and has served frequently as a member of the board of directors of that organization. A prosperous man of affairs, he is also a helpful friend of charitable and other institutions designed to better the condition of those dependent upon the public for support. He is a Catholic churchman and a member of the St. Vincent de Paul Society.

Kemper College, an educational institution which was incorporated in 1836 with a university charter under the auspices of the Protestant Episcopal Church and named in honor of Bishop Jackson Kemper. When founded the college was located about four miles southwest of St. Louis on a tract of land containing one hundred and twenty-five acres adjacent to the old county farm of St. Louis County, and near the site of the present asylum for the insane. This land was purchased and buildings erected thereon with money contributed by Eastern Episcopalians. The institution was opened October 15, 1838, under charge of Rev. P. R. Minard. Its first board of directors was composed of Bishop Kemper, Robert Wash, William P. Clark, J. L. English, Charles Jaline, Rev. P. R. Minard, Colonel J. C. Laveille, Augustus Kerr, N. P. Taylor, Edward Tracy, J. P. Doane, W. P. Hunt, H. L. Hoffman, J. Spaulding, Daniel Hough, Henry von Phul, H. S. Coxe and J. Symington. A medical department, which was the beginning of Missouri Medical College, was established in connection with this institution by Dr. J. M. McDowell, in 1840. Although Kemper College never attained the position among Western colleges which its promoters hoped to see it occupy, it was a popular academic school for some years, but in 1845 it was discontinued on account of a lack of financial resources. In the year last mentioned the County Court of St. Louis County purchased the college building for infirmary purposes.

Kennard, John, merchant and founder of what is said to be the largest carpet house in the United States, was born in the town of Easton, Talbot County, Maryland, August 14, 1809, and died in St. Louis November 18, 1872. He belonged to the fourth generation of the descendants of John Kennard, who came of an old and honorable English family, immigrated from England to the American colonies in the early part of the eighteenth century, and patented an estate of considerable proportions in Kent County, Maryland, near Worton. Some of the descendants of this immigrant ancestor are still the owners of land in the neighborhood of this ancestral estate.

The eldest son of this John Kennard inherited the estate and passed his life at the old homestead. His son, John Kennard, after living in different parts of Maryland and the West, died in Lexington, Kentucky, January 8, 1840. The wife of John Kennard, the third, and the mother of John Kennard, the subject of this sketch, was Mary Spencer, daughter of Honorable Perry Spencer, a shipbuilder of prominence when the shipyards of the Chesapeake were famous all over the world, and a man conspicuous in public life. His homestead which was known as "Spencer Hall," on Miles River, was one which had been handed down in the family from the arrival in this country of its founder, James Spencer, in 1670. A few years after his birth, the father of John Kennard the fourth, removed to Baltimore, and there the son received his education, and was trained to mercantile pursuits. When a lad he entered the wholesale dry goods house of Thomas Mummey, afterward head of the firm of Mummey & Meredith, and subsequently of Mummey, Meredith & Spencer, a house which was famous in its day and controlled a very large share of the Western and Southern trade. In this house Mr. Kennard received a valuable commercial training and developed into an accomplished young merchant. Soon after his marriage he came West upon a prospecting tour, visiting Cincinnati, St. Louis and other places, and, finally establishing himself in business at Lexington, Kentucky, in the heart of the bluegrass region, and then called "the Athens of the West." There he built up a large trade within a few years, notwithstanding the fact that he began at a time when the country was suffering from a serious financial depression. In later years he confined his commercial operations to the carpet trade, and, finding Lexington then too small a place for his enterprise, he removed to St. Louis in 1857. He had previously associated with him his sons under the firm name of J. Kennard & Sons, and by that name the house has been known down to the present time in St. Louis. Here the house prospered from the start, and as has been said by one of his biographers, "he made money rapidly, and might have accumulated largely; but he had set out in life with the determination never to be worth more than fifty thousand dollars, and when his earnings rose above that self-imposed limit, he quietly gave the surplus away." He, however, laid the foundation for and built up one of the splendid commercial institutions of the city, and in the annals of merchandising in St. Louis no record more honorable than his is to be found. Mr. Kennard married, August 21, 1833, at St. John's Methodist Protestant Church, in Baltimore, Miss Rebecca Owings Mummey, daughter of his early employer, Rev. Eli Henkle solemnizing the marriage. Mrs. Kennard came of an old American family, closely related to the noted families bearing the names Cockey, Deye and Owings. Her great-grandfather was Joshua Owings, son of Richard Owings, an extensive owner of mill seats. Joshua Owings was one of the members of the first vestry of the first Episcopal Church in Maryland, west of Baltimore, and in his house Francis Asbury preached his first sermons, and the first Methodist converts assembled there. Samuel Mummey, who was the immigrant ancestor of Mrs. Kennard in the paternal line, was one of three brothers who came when very young from Germany and settled in Baltimore County, Maryland. Thomas Mummey, her father, went to Baltimore a country boy, and became one of the most famous merchants of his day. He was a member of the committee of safety in Frederick County during the Revolutionary War. His wife, whose maiden name was Catherine Fishburne, was a woman of exalted Christian character, and both she and her husband were among the pioneer Methodists of Maryland.

Kennard, John, Jr., merchant, was born April 21, 1837, in Baltimore, Maryland, son of John Kennard, the pioneer merchant, whose career has been briefly sketched in the foregoing pages. He was reared and educated in Lexington, Kentucky, trained to commercial pursuits under his father's judicious guidance, and came with the elder Kennard to St. Louis in 1857. He became a partner in the business which his father had established here, has been identified with it ever since, and has contributed largely to the upbuilding of the great commercial establishment still conducted under the name of J. Kennard & Sons, and now one of the most widely known mercantile institutions in the West. He has long been known as one of the most thoroughly capable and sagacious merchants in the West, and a business man of high character, and outside of commercial circles he is known as a genial and courteous gentleman who has gathered about himself a large circle

of devoted friends. He is prominent also as a member of the Masonic order of the Knights Templar degree. June 7, 1888, he married, at Yalaha, Florida, Mrs. Cornelia Bredell Drake, daughter of Honorable Trusten Polk, at one time Governor of Missouri, and at a later date United States Senator from this State.

Kennard, Samuel M., distinguished as merchant and known also as a leader among the public-spirited citizens of St. Louis, was born in 1842 in Lexington, Kentucky. His father was the elder John Kennard, the eminent merchant, kindly Christian gentleman, and warm-hearted philanthropist, whose career has been reviewed in a preceding sketch in this volume, in which will be found also appropriate mention of the mother of Samuel Kennard and her family. The early years of Mr. Kennard's life were passed at Lexington, chief city of the famous bluegrass region of Kentucky, where his father was then engaged in trade. Lexington was then known as "the Athens of the West," and the culture, intelligence and high character of its population made it entirely deserving of that cognomen. Until he was fifteen years old Mr. Kennard lived in that atmosphere, and there he received the education which fitted him for an eminently successful career as a man of affairs. His father came to St. Louis and established here his famous carpet house, in 1857, and the son was taken into this house and put in training for the business of his later life when he was fifteen years old. He was thus employed until the beginning of the Civil War, when his inherited tendencies, firm convictions and chivalrous instincts carried him into the Confederate Army. He was mustered into Landis' Battery, and during the early years of the war served with marked distinction in the artillery attached to Cockrell's Brigade. The testimony of his comrades in arms is that he discharged every duty to which he was assigned with faithfulness, efficiency and valor, and an incident illustrative of his characteristic tenacity of purpose and high spirit is related by the surgeon of the brigade to which he belonged. Just before the battle of Baker's Creek, Mississippi, fought on the 16th of May, 1863, the brigade surgeon found him so ill that he declined to allow him to go into the battle, and ordered him to the rear. This order the young soldier felt at liberty to disobey, and when the fight came on he was found in the thick of it, forgetful of his physical condition and of everything except the fact that it is a soldier's duty to fight when fighting is to be done. The day following the Confederate forces were compelled to fall back toward Vicksburg. They made a brave stand at "Big Black Bridge"—losing, as a result of the conflict, Wade's, Guibor's and Landis' Batteries—and then retreated behind the fortifications of the beleaguered city of Vicksburg. Mr. Kennard and his comrades, having lost their guns, were assigned to duty with other comrades and took part in that determined resistance to the Federal forces under General Grant which has hardly a parallel in history. After the surrender, which occurred on July 4th following, the Confederate forces were allowed, through the magnanimity of General Grant, to march out of Vicksburg, carrying side arms and taking with them their horses and a baggage-wagon for each company. July 12th the paroled Missouri troops, under command of General Frank M. Cockrell, took up the line of march for Demopolis, Alabama, and there they remained until the following spring, going through the process of reorganization and equipment preparatory to their being restored to active service through an exchange of prisoners. In the reorganization of the artillery, Landis' and Guibor's Batteries were consolidated, and Samuel Kennard was made a lieutenant of the new battery. At the battle of Franklin, Tennessee, fought November 30, 1864, he commanded a section of his battery assigned to General J. E. B. Stuart's Division, and was conspicuous for his gallantry in that bloody engagement. During the last six months of the war he served as aide-de-camp on the staff of the distinguished Southern cavalry leader, General N. B. Forrest. When the great struggle ended, he was as prompt in recognizing the logic of the new situation as he had been in taking up arms in defense of cherished principles, and during more than thirty years which have since elapsed, he has been a leader among the chivalrous spirits of St. Louis, who have brought about the perfect fraternization of those who bore arms against each other in the conflict between the States. At the same time he has cherished the warmest feeling of comradeship for those who fought under the "Stars and Bars," and on the 12th of June, 1897, he was elected brigadier-general of the Eastern Bri-

Sam M Kennard

gade of the Missouri Division of United Confederate Veterans. He was re-elected to his position in 1898, and has rendered to his old comrades in arms valuable services in this connection. His business career began in 1865, when he returned from the war, and was admitted to partnership in the carpet house which his father had established in St. Louis, the firm then becoming J. Kennard & Sons. That he was a born merchant was apparent from the time he became interested in this business, and before long he had almost exclusive control of the buying department of the house. After the death of his father the business was incorporated as the J. Kennard & Sons Carpet Company, of which Samuel Kennard became president, and under his sagacious and able management its trade has been expanded to its present large proportions, and the house has gained the prominence and prestige which it now enjoys. Great by reason of the volume of its business and the vast extent of territory covered by its trade, it is great also in the perfection of its management, the integrity of its transactions, and the rectitude of its dealings, a commercial institution of which St. Louis is justly proud. The building up of this house is only one of numerous public and semi-public services which Mr Kennard has rendered to St. Louis. In him public spirit is as fully developed as commercial spirit, and he has labored no less industriously for the public welfare than to promote his own fortunes. He helped to organize the Mercantile Club, which has been worth so much to St. Louis as a social and business center, and was among the earliest advocates of street illumination, fall festivities and other methods of attracting visitors and entertaining them; and in every instance he did much to make these entertainments successful. He suggested the idea of erecting an Exposition Building and holding an annual exposition in St. Louis, made liberal cash contributions in aid of the project and had the pleasure of opening the first exposition held. During eight years he was president of the exposition association, and has since been a member of its board of directors. He presided over the first meeting of the Autumnal Festivities Association in 1891, and was the guiding spirit in inaugurating the spectacular parades which annually bring thousands of visitors to the city, and the new Planter's Hotel was erected by a corporation which he helped to form and with which he has ever since been identified. He has been officially connected with many other enterprises, among which may be mentioned the American Exchange Bank, the Mississippi Valley Trust Company, the St. Louis & Suburban Railroad Company, and the Missouri Savings & Loan Company, and is numbered among the most influential members of the Mercantile, Noonday, Commercial and other clubs of St. Louis. In politics Mr. Kennard has been active, as occasion seemed to demand the exertion of good citizens in behalf of good, safe, conservative government, nominally a Democrat, but courageously independent when his convictions counseled independent action. He is a Methodist churchman, affiliating with St. John's Methodist Episcopal Church, South, of St. Louis. In 1867 Mr. Kennard married Miss Annie R. Maude, of St. Louis, and has a family of six children.

Kennel Club.—The St. Louis Kennel Club was organized and incorporated in 1895, the founders and first board of directors being J. B. C. Lucas, John A. Long, Wm. Hutchison, Phil. C. Scanlon, Harry C. January, Ben Van Blarcom, A. C. Carpenter and Mark Ewing. The object is the giving of an annual show for the exhibition and improvement of the breeds of all kinds of dogs. The first exhibition was given in March, 1896, and brought out five hundred dogs; the second in March, 1897, brought out seven hundred dogs; both being successful and satisfactory in the number and variety of the animals exhibited, the general interest they excited and the number and character of spectators attracted. A third was given in March, 1899, which surpassed the preceding ones, and was declared to be the largest and finest dog show ever seen in the country. The officers of the club in 1899 were J. A. Long, president; Phil C. Scanlon, vice-president; J. W. Scudder, treasurer; and Mark Ewing, secretary.

Kennett, Luther M., for many years a distinguished citizen of St. Louis, was born at Falmouth, in Pendleton County, Kentucky, March 15, 1807, and died in Paris, France, in 1873. He received careful educational training in his early boyhood and completed his studies at Georgetown, Kentucky, under the preceptorship of Rev. Barton W. Stone, a distinguished minister and educator of that period

in Central Kentucky. Becoming deputy clerk of the County Court of Pendleton County at fifteen years of age, he filled that position for eighteen months, and then went to Campbell County, Kentucky, where he became deputy clerk in the office of General James Taylor, of Newport, then clerk of the courts of that county. While in General Taylor's office he devoted his leisure time to the study of law and in 1825 came to St. Louis. He clerked for a time in a store, and later went to St. Francis County, Missouri, where he was clerk and salesman in a commercial establishment in the town of Farmington. Some time later his superior business qualifications enabled him to form a partnership with Captain James M. White, a prosperous merchant of Salem, Missouri, which continued fifteen years and which was so profitably conducted that Mr. Kennett amassed an ample fortune as the result of the merchandising operations, and the judicious investment, from time to time, of surplus accumulations. He was vice-president of the Pacific Railroad Company at the inception of that enterprise, and upon the completion of the first thirty-seven miles of railway, delivered a notable address upon the occasion of the opening of the road to traffic. In 1853 he was elected president of the Iron Mountain Railroad Company and occupied a conspicuous place among the pioneers in the railroad development of the Southwest. His public life began in 1842, when he was elected a member of the board of aldermen from the old Fourth ward of St. Louis. In 1850 he was elected mayor of the city and twice thereafter re-elected, serving, in all, three terms, and achieving the distinction of being one of the ablest of the many able men who have acted as chief executive of the city.

In 1854 he was nominated for Congress and elected over the distinguished Thomas H. Benton, who became a candidate for the House of Representatives, after having served thirty years as a member of the United States Senate. As a member of Congress, Mr. Kennett rendered valuable services to St. Louis and the State of Missouri, securing among other things appropriations necessary for the improvement of the Mississippi rapids, and a right of way for the Iron Mountain Railroad through the Arsenal and Jefferson Barracks. After his retirement from active business pursuits, he resided, until 1867 at a fine country residence in St. Louis County, which bore the name of "Fairview." This estate he sold in 1869, and, going abroad soon afterward, he lived in Paris until his death. He was twice married. First, in 1832, to a daughter of Colonel John Boyce, of Farmington, Missouri, who died in 1835, leaving one daughter, who became, in later years, the wife of Benjamin Farrar. In 1842 he married Miss Agnes A. Kennett, daughter of Dixon H. Kennett, and seven sons, born of this union, survive their father.

Kenrick Club.—The Kenrick Club of St. Louis, one of the youngest of the social clubs of the city, came into existence at the beginning of the year 1898. It was organized and incorporated by gentlemen living in the "West End," most of whom had been members of the "Marquette Club." The dissolution of the Marquette Club had been attributed to the fact that an effort had been made to maintain it within sectarian lines, its membership being limited to Roman Catholics. Although the experiment had proven a failure so far as permanency of organization was concerned, it had brought together many congenial spirits, who sought a continuance of their relations through the organization of the Kenrick Club, which should require no religious qualifications for membership. Although non-sectarian in character, the club was named in honor of the renowned Archbishop Kenrick, who enjoyed the high esteem of all the people of St. Louis, regardless of their church affiliations. The first officers were M. J. Byrne, president; Otto Cramer, vice-president; William Lightholder, secretary, and P. M. Staed, treasurer. The temporary home of the club is at 3544 Lindell Avenue.

Kenrick Garden, so named in honor of Archbishop Kenrick, of the Catholic Church, is a small triangular piece of ground, between Lindell Boulevard and Vandeventer Avenue. It was dedicated by the city to park purposes in 1896, and covers an area of .72 acres. It was graded, planted and ornamented with flower beds, and, when completed, was turned over to the city park commissioner, and has thus been added to the St. Louis park system, the youngest on the list. The city council, for the fiscal year ending in 1898, made an appropriation of $250.00 for the maintenance of this gem of a garden.

Kenrick, Peter Richard, Roman Catholic Archbishop, was born in Dublin, Ireland, August 17, 1806, and died in St. Louis March 4, 1896. After finishing his theological studies he was ordained priest about 1830. He followed his brother, Francis Patrick Kenrick, to the United States in 1833, and was appointed assistant pastor at the Cathedral in Philadelphia. Shortly afterward he also took charge of the "Catholic Herald," and in 1835 became junior pastor of the Cathedral parish. He was then made president of the Diocesan Seminary, in which he also filled the chair of dogmatic theology, and he was next raised to the rank of vicar-general of the diocese, and accredited by Bishop Brute as his theologian to the Third Provincial Council of Baltimore in 1837. Bishop Rosati, of St. Louis, demanded the appointment of a coadjutor in 1841, and Father Kenrick was chosen for the post. He was consecrated Bishop of Drasa "*in partibus infidelium*" in Philadelphia on November 30th, and succeeded Dr. Rosati as bishop of St. Louis, September 25, 1843. Bishop Kenrick found his diocese in financial trouble, and with a large quantity of unimproved real estate, but as the result of his efforts, it was soon freed from debt. It comprised, when he became coadjutor, several States and Territories, from which so many new sees have been made that at present it embraces only the eastern part of the State of Missouri. Bishop Kenrick gave a great impetus to the work of building churches. He delivered a series of lectures here on the doctrines of his church, founded a magazine called the "Catholic Cabinet," and established various schools. In 1847 St. Louis was created an archiepiscopal see by Pope Pius IX, and Bishop Kenrick became archbishop. In 1858 he received several large bequests which afterward enabled him to carry out successfully his plans for endowing charitable and other institutions in St. Louis. During the Civil War the archbishop devoted his energies to the relief of the sick and wounded of both sides. When, after the war, what was known as the "Drake Constitution" was adopted, one of its articles requiring all teachers and clergymen to take the "test oath" of loyalty, he forbade his priests to do so, and the fact that this provision of the constitution was afterward declared unconstitutional proved a justification of his action. In the Vatican council he was one of the ablest opponents of the dogma of papal infallibility; but as his objection was not to the truth, but to the opportuneness of this doctrine, he at once accepted it when it was defined. He introduced into his diocese numerous religious orders, which have charge of several industrial schools and reformatories and parochial schools, with many thousand pupils. Calvary Cemetery, laid out by him in 1853, is one of the finest on the continent. Among his works are: "The Holy Cause of Loretto, or an Examination of the Historical Evidence of Its Remarkable Transition;" and "Anglican Ordinations." He was succeeded by Rt. Rev. John Joseph Kain, bishop of Wheeling, West Virginia, who was appointed coadjutor archbishop of St. Louis in 1893.

Kenrick Seminary.—Kenrick Seminary, the former home of the Sisters of the Visitation, is located at 1928 Cass Avenue. The building was purchased in June of 1892, by Bishop Kenrick, and given to the priests of the Cape Girardeau Theological Seminary, who removed from their former location in the spring of 1893, and opened in St. Louis, on September 14th of that year, a seminary for the education of young men for the priesthood. This institution opened with eighty-five students, and is now a prosperous theological school.

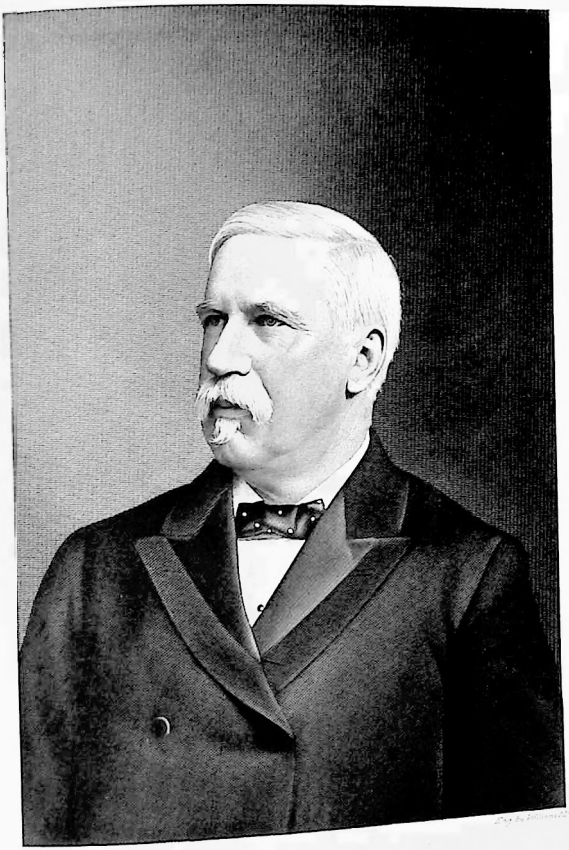
Kentucky Society of Missouri.—A society organized in December, 1898, to unite persons from Kentucky living in Missouri in social intercourse and for mutual interest, and to keep alive the recollection of events and achievements that Kentuckians have participated in. The annual meeting is held on the third Saturday in December every year, and the annual banquet on some day of historical interest. The first officers of the society were William G. Boyd, president; Robert H. Kern, first vice-president; Breckinridge Jones, second vice-president; D. W. G. Moore, third vice-president; Harry B. Hawes, secretary; Julian Jackson, assistant secretary; David Caruth, treasurer; with Judge Wm. C. Jones, J. Van Cleave, W. T. McChesney, Charles P. Curd, Eugene C. Slevin, Samuel M. Kennard, David R. Francis, Wm. G. Stone and Dr. D. Rash, for directors.

Keokuk, chief of the united Sacs and Foxes, was one of the famous Indian chief-

tains of the Mississippi River region, whose name and face were familiar to St. Louis people in the early part of the present century. He was born on Rock River, in Illinois, about 1780, and belonged to the Sac tribe. "He was admitted to the councils of this nation during the period of the War of 1812 with Great Britain because of the exercise of remarkable bravery and eloquence shown in numerous barbaric adventures of which he was the hero, and ever afterward he was regarded as in many respects the foremost brave in the confederacy. His particular privilege, from an early age, as the result of one of his enterprises, was always to appear on horseback in times of tribal ceremony, whether or not his companions were mounted. He was stout, graceful and commanding in figure, had fine features, and an intelligent expression, and excelled in athletic sports. His power of oratory was of a high order, and remarkable stories are told of his capacity to sway the sentiments of a council. On several occasions he carried with him the votes of a considerable assemblage of his tribe, when every member but himself before his speech had been firmly determined to the contrary. At one time, in May, 1832, he broke in upon a war-dance that his band was holding preparatory to uniting with Black Hawk against the whites, and convinced the warriors in the heat of their fury that the act would be suicidal and must not be undertaken. Keokuk always enacted, for policy's sake, the part of an ardent friend of the whites. In 1832, when Black Hawk took up arms against the Americans, and solicited general co-operation, the energy of Keokuk alone succeeded in keeping the majority of the band on the side of peace, and he lost no opportunity to induce Black Hawk to withdraw from his position before it was too late. When in August, 1833, Black Hawk returned from his visit as a captive to Washington and the east, he was formally delivered by the United States authorities to the custody of Keokuk, who, by the Rock Island treaty of September, 1832, had been officially recognized as the principal chief of the Sacs and Foxes. In 1837 Keokuk, with several village chiefs of his nation, visited Washington, where a peace was arranged between his people and their old-time adversaries, the Sioux. They also made visits to New York, Boston and Cincinnati, where Keokuk attracted much attention by his uniformly excellent speeches. Black Hawk was with the party, as Keokuk feared to leave the scheming old man at home during his absence. Keokuk's town during the Black Hawk War was at the foot of the rapids, near the mouth of Des Moines River, the site of the present city of Keokuk, which was named in his honor. The treaty of 1832 gave him a reservation of forty miles square on Iowa River, to which he soon afterward removed. In 1845 he made his final move to Kansas, where three years later he fell a victim to poison, administered by a member of the Black Hawk band. Between this band and his own there had existed a deadly feud. (Appleton's "Cyclopedia of American Biography.")

Kephart, Horace, librarian, was born September 8, 1862, in East Salem, Pennsylvania, and is a descendant of Nicholas Kephart, a native of Switzerland, who immigrated to Pennsylvania in 1747, and afterward served in the Revolutionary War. Mr. Kephart's parents removed from Pennsylvania to Western Iowa, in 1867, and he received his early education at Western schools. In 1876 he returned to Pennsylvania, and entered Lebanon Valley College, from which institution he was graduated in 1879. He took graduate courses in Boston University, 1880-1, and at Cornell University, 1881-3. From 1881 until 1884, he was assistant in Cornell University Library. In the winter of 1884 he went to Florence, Italy, and prepared a bibliography of Petrarch from materials collected by Willard Fiske. He studied bibliography in the Biblioteca Nazionale, of Florence, and in the Hofbibliothek, of Munich. In 1886 he returned to the United States, and spent a few months in the library of Rutgers College, New Jersey. He was assistant in the Yale University library from 1886 to 1890. In September of the year last named he was made librarian of the Mercantile Library, of St. Louis, and has since held that position. He is well known to the librarians of the country, and also as a writer on historical and military topics for various magazines and weeklies. He is also the historian of the Missouri Society of Sons of the American Revolution. He married, in 1887, Miss Laura White Mack, of Ithaca, New York.

Kerens, Richard C., prominent in business circles in the West, and connected with railroads thoughout the country, has, by industry and determination, risen to the enjoy-



R. C. Merens

ment of well earned success. Born in Ireland in 1842, brought to this country by his parents an infant, while yet young his father died, and the care of his mother and sisters devolved upon him. Thus struggling from boyhood in a rugged school, his character was moulded at an early age into the firmness and determination which have characterized his whole career. At the age of nineteen he went into the government service with the Union Army, where his earnestness and ability soon attracted attention, and he was assigned to responsible duties in the transportation department. He spent two years on the Potomac in the campaigns of the Army of the Virginia, where he displayed force of character. In 1863 Mr. Kerens was transferred to the West and participated in the campaigns in Southwest Missouri, taking part in the conquest of Northwest Arkansas. In the latter locality he lived for several years after the war.

In 1872 Mr. Kerens engaged in transportation of mails, express and passengers by stage coaches to points in the frontier beyond the advance of railroads. The routes ran through hostile Indian territories, and the business was attended with great dangers. In 1874 he began the operation of a Southern overland mail, a service which covered 1,400 miles of frontier country, and was carried on at hazard of life and property. His promptness, fidelity and perseverance earned the commendation of the Postmaster Generals of three administrations. After railroads had superceded the stage coaches, Mr. Kerens moved to St. Louis, and there first took an interest in politics, and as a staunch Republican became prominent in the councils of his party. Mr. Kerens was never a politician, in the proper sense of the term, and never a candidate for office, but as the friend and admirer of Mr. Blaine, he took an active part in Republican conventions, especially when Mr. Blaine was the presidential candidate. In 1892 Mr. Kerens was a delegate at large to the Minneapolis Republican Convention, and was elected to represent Missouri on the Republican National Committee, and later was selected as one of nine members of the executive committee.

Mr. Kerens has not confined himself to any particular line of business since settling in St. Louis, having large interests in mines in New Mexico, Colorado and Arizona; also devoting his energy to railroads in which he has had ownership, namely, the Atchison system, The St. Louis Southwestern Railway, The West Virginia Central & Pittsburg Railway, The Eureka Springs Railroad, and The Los Angeles Terminal Railway. In consequence of his experience in railroad matters, President Harrison appointed Mr. Kerens one of the three United States members of the Intercontinental Railway Commission, which had for its object the construction of a railroad throughout the South American Republics. President Harrison also appointed Mr. Kerens commissioner at large to the World's Columbian Exposition at Chicago.

In private life, Mr. Kerens is amiable and of a social temperament, ever ready to assist others and to share with them the fruits of his knowledge and experience. He has always enjoyed the confidence and admiration of his neighbors, and those who know him best say of him, that he never sacrifices principle for expediency, is true to every ennobling impulse, firm in the discharge of his duty and unflinching in his struggle for success in all his undertakings.

Mr. Kerens was, in 1896, again chosen to represent Missouri upon the Republican National Committee. When the Legislature of Missouri assembled in January following he was made the caucus nominee and received the vote of the Republican members and Senators for United States Senator; and again in 1899, upon the assembling of the Legislature, Mr. Kerens was nominated by acclamation in the caucus, and was the candidate of the Republicans in that general assembly for United States Senator.

Kerlerec, Louis Billouart de, Colonial Governor of Louisiana, was born in Quimper, France, in 1704, and died in Paris in 1770. In 1721 he entered the French Marine Guards, serving in twenty-three campaigns thereafter. In 1747 he became commander of the "Neptune," commanded a cruiser in 1750, and was promoted to captain in 1751. He became Governor of Louisiana in 1752, and had charge of the affairs of the colony during the "Seven Years' War." After his return to France, in 1764, he was charged with abuse of authority and excessive severity, and his exile was decreed in 1769. The charges were proven later to have been groundless, but his death occurred before he had been fully vindicated.

"Kerry Patch."—A name used to designate a district bounded by Biddle, Seventeenth, Mullanphy and Twentieth Streets. About 1842 numerous Irish immigrants settled in this district, which was then a "common," and their shanties were scattered about in a very irregular fashion. Why the "patch" should have been called after the county in Ireland in which are located the famous Lakes of Killarney, is not quite clear, but the name, once suggested, was evidently considered appropriate, and stuck to the neighborhood.

Kesher Shell Barzell.—A Hebrew secret beneficiary order, whose name, translated into English, means the "Iron Knot." It originated in New York about 1868. Four years later, in 1872, it was introduced into St. Louis, where Lebanon Lodge No. 10 was the first one organized. The jurisdiction of the order is divided into three districts in the United States—Nos. 1, 2 and 4. District No. 1 comprises the Eastern States, New England and New York; District No. 2 embraces the Southern Atlantic States as far north as Pennsylvania, and including that State; District No. 3, which comprised the Pacific States, has been suspended for many years for cause, and District No. 4 comprises the States of Missouri, Illinois, Michigan, Ohio, Tennessee, Kentucky, Indiana, Arkansas, Wisconsin, Iowa, Kansas, and Colorado. The order in this district has a dual government, the Grand Lodge, with its offices, being established at Cincinnati. The officers consist of a president and vice-president, secretary and treasurer, and a general committee, who direct the general affairs of the order. The other part of the government is called the Endowment Board, consisting of five members—one of whom is chairman—a secretary and treasurer. They have the direction of all affairs pertaining to the endowment fund. The president of the Supreme Lodge is Simon Wolff, of Washington, D. C., who was Consul General in Cairo, Egypt, under President Grant, and Recorder of Deeds in the District of Columbia under President Hayes. In the city of St. Louis there were in 1898 six lodges, with about 150 members. District No. 4 maintains a home for the aged and infirm, erected at a cost of $25,000 in the city of Cleveland, the Rev. Dr. Sonneschein, then of St. Louis, being one of the original trustees of the institution.

Kielty, Francis M., Catholic clergyman, was born in Ireland in the year 1830. He came to America when a boy, and found a home at Cincinnati, Ohio, where he attracted the attention of Father William S. Murphy, provincial of the Jesuit order, under whose auspices he was educated at St. Louis University of this city. After spending three years at this institution he studied theology, and was prepared for the priesthood at the diocesan seminary of Carondelet, Missouri. Although deeply religious by nature, he was in those days an impulsive young man, with a wealth of poetry of thought and action and a patriotic love of his native land, which found expression in impassioned but well seasoned articles contributed to the "American Celt," at that time edited by Thomas D'Arcy McGee. At the seminary he was brought to the consideration of the serious problems of human life, and under the tuition of the Jesuit Fathers, great analyzers of the human mind, he learned the grand accomplishment of self-command and acquired the power to remain impassive—the coldly calm steadiness of thought which alone can enable the mind to sit judiciously on all questions submitted. He left Florissant in 1857, and was ordained priest by Archbishop Kenrick on Trinity Sunday of 1860, being at the same time appointed assistant at St. Lawrence O'Toole's Church. During the year 1860 he had charge of this parish while Father Henry was absent in Europe. After that he had charge of St. Paul's Church, in Ralls County, Missouri, where he did missionary work which won for him the warm commendation of both the clergy and laity of the Catholic Church. He next officiated at the St. Louis Cathedral during Archbishop Kenrick's residence there, and succeeded Father Feehan at the Church of the Immaculate Conception when that pastor was made a bishop. In 1869 he was appointed to the pastorate of the Holy Angels Church of St. Louis, a position which he has ever since filled, standing in the front rank of the Catholic clergy of Missouri, endearing himself to all classes of people by his kindness of heart and geniality of soul, and commanding the admiration of the most intellectual men of St. Louis for his talents and ability. His contributions to the press, as well as his pulpit ut-

Claude Kilpatrick

terances, have served to make him well known to the general public. Wielding a trenchant pen, he has dealt with questions of the day in a most interesting and instructive manner, and his views on the subject of the church and politics, as set forth in the St. Louis "Republic" of 1894, attracted much attention as an able argument against the participation of Catholic priests in politics. In an article which appeared in the press of September, 1894, he ably answered the question, "Is Suicide a Sin?" and also wrote an article on the mission of Satolli to the United States, which was widely copied by the papers of the country. An eminent citizen of St. Louis, who was his classmate in college days, has said of him: "He is a father in the filial reverence of his children, and a brother in the eternal devotion of his friends." A sketch recently published in St. Louis "Truth" thus truthfully refers to personal characteristics of Father Kielty, which have delighted all with whom he came into contact: "Father Kielty's natural temper does not forbid pleasantry; far from it. He is ever playful at the proper time. He dearly loves a bit of humor. He is quick, frank, elastic. He has a most keen sense of the ridiculous. But there is at the base of his character a strain of austerity. On being asked why he was not made an irremovable pastor, he quickly answered with a twinkle of the eye that "St. Paul says, you know, 'we have not here a lasting city, but seek one to come.' If there will be any removal of me, it will be to Heaven or purgatory, I hope. I am laboring hard to keep out of the other place."

Kilpatrick, Claude, a prominent representative of the younger generation of business men in St. Louis, was born in the town of Huntsville, Alabama, November 11, 1848, son of Dr. Thomas J. and Mary (Gibbons) Kilpatrick. His paternal grandfather was a native of South Carolina, and the family to which he belonged is one of the old Scotch-Irish families of the South. Coming to St. Louis in his early childhood, Claude Kilpatrick grew up in this city, and was educated mainly at the noted old-time academy known as Wyman University, his course of study being designed to fit him for commercial pursuits. At the close of the Civil War he returned to the South, and during a portion of the year 1866 he was in the government service and connected with the quartermaster's department of the United States Army at Memphis, Tennessee. Returning to St. Louis at the expiration of this term of service, he became bookkeeper and cashier for Jesse Arnot, owner and manager of the famous old-time livery and sales stable, known at that time as the largest establishment of the kind in the West. He was connected with Mr. Arnot fifteen years in all, and during that time became interested to some extent also in real estate operations. In 1884 he entered regularly into the real estate business, becoming at that time junior member of the firm of Porter & Co., which was succeeded two years later by the firm of Rutledge & Kilpatrick, still in existence. As a member of this firm Mr. Kilpatrick has been extensively engaged in operations in real estate, in the loaning of money, the conduct and management of estates, and the conservation of other trusts committed to his care. The business of the firm has grown to large proportions, and it has been a potent factor in encouraging the development of industries, the improvement of property, and the advancement of the prosperity of the city. Personally Mr. Kilpatrick has gained high standing among the business men of St. Louis, and is known not only as a sagacious and capable man of affairs, but as a leader among those progressive spirits who have at heart at all times the best interests of the city. For some years he took an active interest in local military affairs, and during the memorable riots incident to the labor troubles of 1877 served with the companies which suppressed the disturbances and restored order in St. Louis. Admirable social qualities have given him prominence in the St. Louis, Noonday, Jockey, and other clubs, and he is well known among the club men of the city. Born and reared a Democrat, he has always adhered to that political faith, acting with the "sound money" wing of the party in the presidential campaign of 1896. He is an Episcopalian churchman in his religious affiliations. He married, in 1879, Miss Dorothy L. Liggett, daughter of John E. Liggett, the famous tobacconist of St. Louis, and at his father-in-law's death was made one the executors of the vast estate which Mr. Liggett had left, and for the conservation of which he had provided with his characteristic care and forethought, his choice of Mr. Kilpatrick as one of the

managers of the estate evidencing his confidence in the latter's ability and integrity.

Kimball, Benjamin, was born May 26, 1838, in St. Louis, son of E. B. and Julia (Soulard) Kimball. His great-grandfather on his mother's side was Antoine Pierre Soulard, who came from France at an early date, and was general surveyor of the old Spanish territory, extending from the Gulf of Mexico to Alaska. Antoine Soulard was a native of Rochefort, France, and when twenty-nine years of age came to St. Louis, in the year 1794. He was contemporary with Chouteau and others numbered among the first settlers of St. Louis, and married a daughter of Gabriel Cerre, also one of the noted early settlers of this region. One of the grandfathers of Benjamin Kimball was Colonel Thomas Hunt, of Boston, who was commander of Fort Bellefontaine, the old government fort at St. Louis, where he and his wife were buried. Descended from the founders of St. Louis, Mr. Kimball was reared, as well as born, in this city, and was educated at St. Louis University, and St. Vincent's College of Cape Girardeau. After taking a commercial course he engaged in the commission business in St. Louis as successor to his father, and continued it until 1870. He then turned his attention to the insurance business, with which he has since been identified, being well known and prominent in both the business and social circles of the city. June 28, 1860, Mr. Kimball married Miss Fannie Lopez, of St. Louis, and eleven children have been born of this union, seven of whom were living in 1898.

Kindergartens, St. Louis.—A supreme moment in the history of American education was that when Miss Susie E. Blow, founder of the kindergarten in America, and Dr. William Torrey Harris, for eleven years superintendent of the public schools, and at present National Commissioner of Education, first met to consider the feasibility of the establishment of the kindergarten—as a part of our school system—she with her splendid enthusiasm, intelligent earnestness and practical good sense, fresh from the study of the workings of the kindergarten in its purest form; he recognizing in this institution the most perfect realization and embodiment of his most advanced pedagogical theories. Then and there originated the kindergarten in America, and with it the germs of all that is substantial and abiding in what has been called the "new education;" for if there had been no kindergarten there would have been no manual training as an educational function; no "laboratory method," so called; no nature study in primary grades; no systematic science teaching in the grammar schools; no organized study of classic literature in the same schools, nor that revolution in methods generally which has softened discipline and stimulated spontaneity under guidance of reason by either consciously or unconsciously carrying the spirit of Froebel from the kindergarten up through all the grades, even to the highest. St. Louis has therefore the proud honor of being the fountain head of the new education.

It is now more than a quarter of a century since this auspicious event had its beginning in our midst. As early as 1872 some kindergarten features were tentatively made a part of the primary work of the Everett School, where the good effects of these features were so noticeably encouraging that in the very next year it was deemed safely advisable to take the full step of establishing a kindergarten pure and simple. This was accomplished August 26, 1873, when the board of president and directors of the St. Louis public schools, on the recommendation of Superintendent Harris, accepted the generous offer of Miss Blow to gratuitously undertake the direction of a public kindergarten and the instruction of one paid assistant in the same. An industrial district where the average school age of the children had been but ten years was deemed the most suitable place for a beginning, and accordingly a room was set apart and appropriately furnished for the contemplated kindergarten in the Des Peres school building, the paid assistant appointed by the school board being Miss Mary A. Timberlake. This experiment, under the tactful and intelligent guidance of Miss Blow, was from the beginning a success beyond anticipation, more children attending than could well be accommodated, many young ladies of culture and refinement volunteering as assistants.

In the year 1874 two additional kindergartens were established in the Everett and Divoll schools. In 1875 afternoon kindergartens were established, thus greatly lessening their expense by accommodating in the same room two separate sets of children daily. That year the number of kindergartens was increased to

twelve. In 1876-7 eighteen others were established, thus swelling the number to thirty. In the last year above mentioned the United States Centennial Commission (Philadelphia), in recognition of the merits of the exhibits prepared by Miss Blow, made an award to St. Louis "for excellence of work and for the establishment of the kindergarten as a part of the public school system." In his annual report for 1875-6, to which the interested reader is referred for fuller information, Dr. Harris devoted forty pages to the kindergarten, among other things clearly enumerating and explaining the twenty "gifts," "occupations" of Froebel, adding that "the practice of moving tables and chairs and arranging them according to tasteful designs has added a new 'occupation' to the list given by Froebel." This Miss Blow has since very properly called "Dr. Harris' occupation."

As an evidence of the immediate influence of the kindergarten in its earliest years was developed the fact, which has been subsequently more than confirmed, that the graduates of the kindergarten in the primary departments "excel others of their classmates in ability of self-help, maturity and quickness of sense-perception, and, in their grasp of thought, make better progress." Froebel was a genius, and the great point of his success was that he accomplished the delicate and well-nigh impossible task of harmonizing "spontaneity" and "will discipline." In materializing and transplanting the kindergarten in America the St. Louis schools, by strictly adhering to the principles of Froebel in their purity, have thereby avoided the grave mistakes made in many other places by well-meaning, but ignorant disciples of the great master.

The kindergarten is no longer an experiment, but a permanent and integral part of our public school system. Parents need no longer to be persuaded to have them; they now demand them, and to-day when the commissioner of school buildings makes his plans for a new schoolhouse he always includes as a part of those plans a suitable room for the kindergarten, with all the modern improvements and appliances. The kindergarten movement has grown until to-day (1899) we have 104. The number of kindergartners is 227. The total number of children enrolled in the year 1897-8 was 9,140.

The increasing demand for skilled kindergartners as the kindergarten movement expanded led Miss Blow to establish a Normal Training School, from which have been graduated those noble women who in different and remote parts of our country have carried and are disseminating the inspiring messages of Froebel. This institution still survives and is continuing its good work under the able management of Miss Mary C. McCulloch, who is the successor of Miss Blow, and who for the past fifteen years has been the supervisor of the kindergartens. She is an energetic, earnest woman, whose unstinted and intelligent enthusiasm for this work with the children has done much to sustain the public interest in and support of the same.

The Kindergarten Normal is located in the Wayman Crow School building. The course covers two years' work, the satisfactory completion of the first year of which entitles the student to a certificate for a paid assistantship in the public kindergarten. The completion of the second year's work secures a diploma for director. The instructors of the Kindergarten Normal are at present as follows: Miss McCulloch, instructor in gifts, mutter und koselieder, "songs and games;" Miss Mabel A. Wilson, programme work and Froebel occupations; Mr. William M. Bryant, psychology; Miss Isabel Mulford, botany; Mrs. Mary Hogan Ludlum, physical culture; Mrs. Hayden Campbell, in charge of colored assistants and students in gifts and occupations.

During the entire term of their existence the kindergartens have been singularly fortunate in possessing the constant and intelligent support of the three distinguished gentlemen who have presided as superintendents over our schools. Mr. Edward Long, the immediate successor of Dr. Harris, was unremitting in his advocacy, and did much to stimulate interest in the kindergartens and to extend their influence in his two well-known papers, published in his reports, "The Universality of Kindergarten Principles," and "The Relation of the Kindergarten to the Primary School," while his successor, the present able, enlightened, and enterprising superintendent of instruction, Dr. F. Louis Soldan, who, as assistant superintendent, was present at and largely participated in the founding of the kindergartens, has ever since been their faithful supporter and intelligent advocate.

FRANCIS E. COOK.

King Hotu.—The ruler of the Mystic Crew, which gave daytime parades in connection with the fall festivities of 1894, 1895, and 1896. See also "Funny Fellows."

King Otho in St. Louis.—In 1835-6 King Otho, of Greece, visited St. Louis as a guest of Mr. Pierre Chouteau, on the introduction of Mr. John Jacob Astor. He was stalwart in physique, wearing a heavy moustache, and was rather gross in manners, as described in Darby's "Recollections." The King spent some time here without apparent object, and afterward proceeded to Cape Girardeau, where he remained several months in high living with the men of wealth and leisure whom he met there.

King, Robert Maurice, physician, was born June 1, 1843, at Madisonville, Kentucky, son of Alfred and Virginia (Noel) King, both of whom were natives of Virginia. Coming of good family, he was reared under favorable auspices and was educated at Princeton College of Kentucky and Bethany College of Virginia, the last-named institution being the one to which he is indebted for the degree of master of arts. He began the study of medicine in 1861 under the preceptorship of Dr. George W. Noel, and after attending courses of lectures at Jefferson Medical College of Philadelphia was graduated from that institution in 1867. Locating then in Kentucky, he practiced medicine there for twelve years, attending a course of lectures in the meantime at Miami Medical College of Cincinnati, Ohio, from which he received an addendum doctor's degree. Coming to St. Louis late in the year 1876, he began practicing here, and in 1878 was appointed lecturer on physiology and clinical medicine in the College of Physicians and Surgeons. After filling this position for five years he was elected professor of materia medica and clinical therapeutics in Beaumont Medical College. This chair he occupied six years, and in the meantime was made professor of obstetrics also in the College of Physicians and Surgeons. The last named professorship he still retains, and obstetrics has been a specialty of medical practice to which he has devoted himself, achieving such success as to give him much prominence among the physicians of St. Louis. While a member of the Beaumont Medical College faculty he served on the St. Louis General Hospital staff as consulting physician, and was a member also of the medical staff of the Protestant Hospital. While discharging these numerous semi-public duties, he has met all the demands of a large private practice, and has also contributed many articles to medical journals on various subjects of interest to his profession. While practicing medicine in Kentucky he was appointed a member of the State board of health by the Governor of that State, who was the first chief executive to enforce a law providing for the organization of a State health board. Dr. King served on this board for two years prior to his coming to St. Louis. As a member of the Democratic party he has at all times taken an active interest in politics, and has twice stood as the candidate of his party for congressional honors. He is a member of the Non-Sectarian Church, of which Rev. Dr. Cave is pastor, and which was organized in Dr. King's parlors. For thirty years he has been a member of the Masonic order, in which he has taken all the degrees up to and including those of the Knights Templar Commandery, and he is also a member of the Legion of Honor, of which he was supreme medical director and supreme chancellor for five years. He married in 1865 in Germantown, Kentucky, Miss Margaret A. Pinckerd, daughter of V. O. Pinckerd, a merchant of Cincinnati, Ohio. Four children—three sons and one daughter—have been born of their union, of whom the eldest son, V. O. P. King, is a hardware merchant of Mexico, Missouri, and another son, Maurice A. King, is a sergeant in the Third Engineer Corps of the United States Army.

King's Ball.—In the old French towns of Upper Louisiana, at the feast of Epiphany, on Twelfth Night a cake was served to the ladies, into which had been kneaded, before the baking, four beans. Each lady whose slice of cake contained a bean became a queen of the revels, and she in turn chose a gentleman to be her king, signifying her preference by presenting him a bouquet. The four kings thus chosen and duly proclaimed became the patrons of the first of a series of old-time entertainments known as the "kings' balls." At the Twelfth Night festival the time was fixed for the first of these balls, and at the close of this ball the queens selected four more kings, who, in turn, proclaimed four new

queens for the next ball. The series of festivities thus inaugurated lasted until Shrove Tuesday and the carnival. All who were present at the Twelfth Night festivities were expected to attend the king's balls without further bidding.

King's Daughters and Sons.—This order was brought into existence in New York City in the union of ten earnest Christian women, who met on the morning of January 13, 1886, to organize a sisterhood of service. Of the various names proposed for this order, the one suggested by Mrs. Irving, a well-known educator of New York, was most favorably received, namely: "The King's Daughters." Mrs. Margaret Bottome was elected president, which office she still holds. The objects of the order are: To develop spiritual life and to stimulate Christian activities. The badge is a small silver Maltese cross, with the letters "I. H. N.," which stand for the watchword, "In His Name," reminding us that we are to go forth in Christ's name and do all to His honor and glory. The motto is: "Look up, and not down; look out, and not in; look forward, and not back; lend a hand." Royal purple and white are the colors of the order. In 1887, after urgent request, membership in the order was opened to men and boys, and its incorporated name is: The International Order of the King's Daughters and Sons. The original circle stands in the relation of a helpful advisory board to all other circles and is called the central council. Each circle is quite free to choose its own officers and conduct its own affairs, provided it keep always in view the high objects of the order: development of spiritual life and the stimulation of Christian activities. How is this to be accomplished? The answer is: "Your first work is within. Learn righteousness, which is rightness in thought, in will, in act, in all things, both great and small. This done, you are ready for the King's service. Only by self-training, self-forgetting and by entire consecration shall we be of real help and accomplish real good." The order is open to all Christians of all denominations and is one of the strongest bonds uniting hearts together and working toward the one grand result, the extending of Christ's Kingdom. The growth of the order has been marvelous. There are circles in every nation and country on the globe, and hundreds of thousands wear the silver cross. A convention of the King's Daughters and Sons was held in St. Louis in November, 1896. Mrs. Margaret Bottome, president, and Mrs. I. C. Davis, corresponding secretary of the order, were present. This convention proved the greatest blessing to all who participated in the services. One of the results was the formation of the St. Louis Union of the International Order of the King's Daughters and Sons, on the afternoon of November 24, 1896, with the following officers: Miss Mary A. L. Ranken, chairman; Mrs. C. R. Springer, vice-chairman; Miss Edith Miller, corresponding secretary; and Mrs. Newton Cannon, recording secretary and treasurer. An executive board of six was also elected. A constitution and by-laws were drafted, and at a later meeting, accepted The Young Women's Christian Association most kindly offered their home, 1723 Washington Avenue, as headquarters for the St. Louis Union, which was gratefully accepted. These quarters were occupied until November, 1897, when both the Association and the Union moved to 1728 Locust Street, where the literature and badges of the order may be obtained. The following circles composed the St. Louis Union in 1898: "The Legion Circle," "Whatsoever Circle," "Heart to Heart Circle," "Charity Circle," "The Gleaners," "Wednesday Class Circle," "Lindell Avenue Circle," "Association Ten," "Little Samaritans," "Newsboys' Home Association Circle," "Praise Circle," "The Sunbeams," "Ever Ready Circle," "The Thursday Circle," "Immanuel Circle," "Love One Another," "Pastor's Aid Circle," "Daily Followers," "Helping Hand Circle," "The Seekers," "Little Harpers," "Shining Light Circle," "Willing Helpers," "The Hope Circle," "Temple Workers," "Kirkwood King's Daughters," "Ministering Children," "Kirkwood Ever Ready Circle," "Always Ready," "Willing Hearts," "Home Patience," "Prayer Circle," "Fanny Boyle Circle," "Whatsoever Band," "Pearl Seekers," "The Carlsbad Circle," "Blossom Circle," "Little Helpers," "Farther Lights," "Faithful Circle," "Leaven Circle," "The Intercessors," "Immanuel Baptist," "Diligent Workers," "Loving Kindness," "Master's Followers," "The King's Messengers," "The Patience," "Comforting Circle," "Be Kind One to Another," "Win One Band," "Christum Sequentes," "Orphan's Friend Circle," "Home Circle," "Merry Workers,"

"Good Samaritans," "In as Much Circle," and "The Orphans' Home Circle."

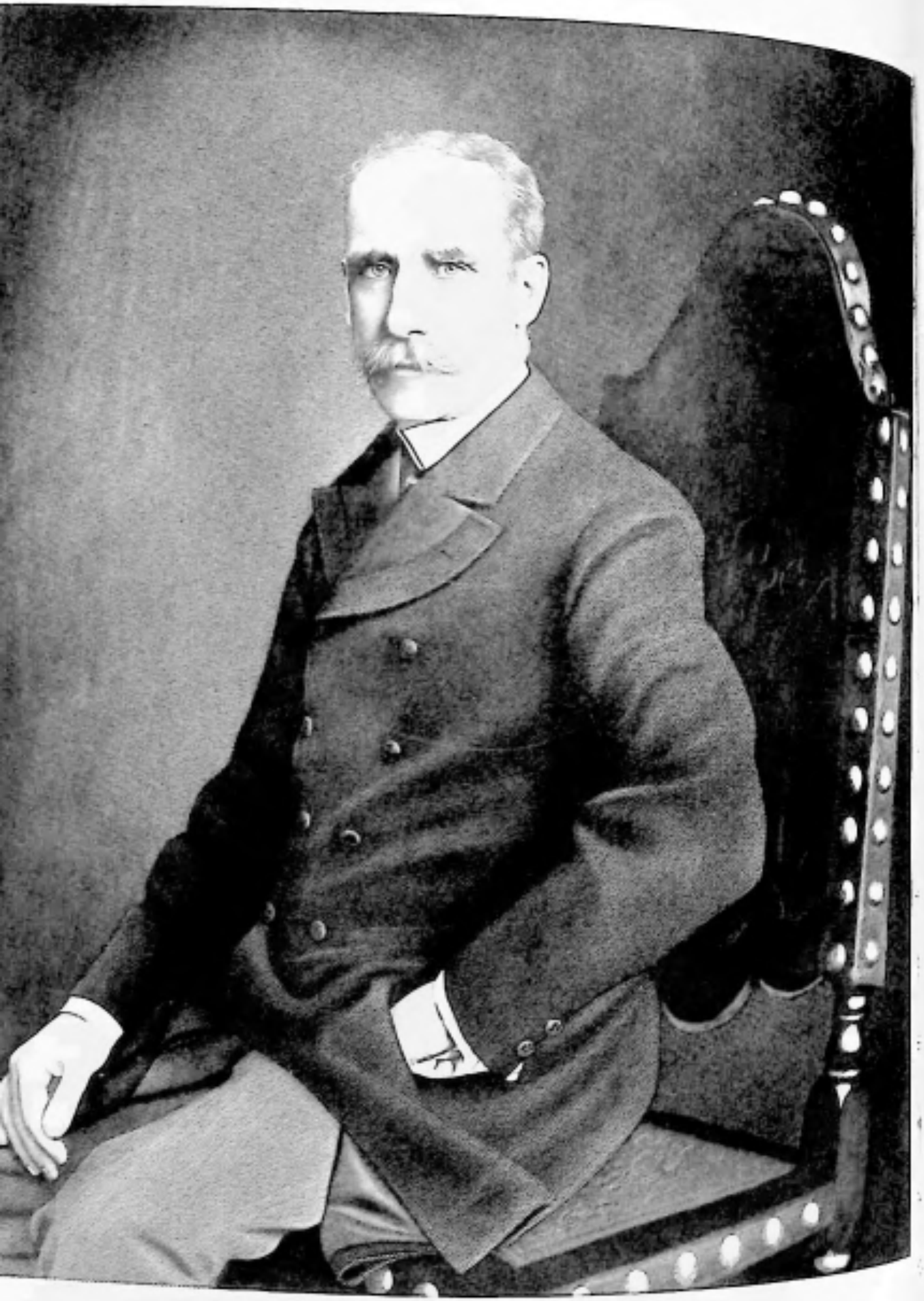
The secretary's book at that time showed an increase of fifty new circles formed during the preceding seventeen months, which, together with the original nine circles at the formation of the Union, made a total of fifty-nine circles in the city Union. Each circle has its separate line of work and its own plans and methods. All classes of people have been remembered in their ministrations. Among the poor, the sick and disheartened, in hospitals and asylums, among the victims of flood, fire and disaster, the little silver cross has gone with its loving service. Missionaries at home and in foreign lands have been helped; special interest has always been shown in the care of the aged and of little children. Many individual cases form no small part of the varied activities of the King's Daughters and Sons. The St. Louis Union has demonstrated the power of local organization, and the spirit of unity and love is shown by the loving co-operation among the many circles in the city.

MEROE E. CANNON.

King's Lake Club.—A recreation club identical with the St. Louis Game and Fish Preserve Association. The organization last named was effected in 1884, and was made up of wealthy residents of St. Louis having a special fondness for fishing and hunting. After the organization of the association, control of King's Lake was obtained, and the King's Lake Club thus came into existence. The lake is a beautiful sheet of water, located in Lincoln County, Missouri, sixty miles from St. Louis, on the St. Louis, Keokuk & Northwestern Railway, by which it is reached. The lake is six hundred feet wide and has a length of five and one-half miles to the creek, having its outlet in the Mississippi River. The resort is a delightful one, and improvements made there by the club and the manner in which it has been conducted have made it famous among Western game and fish preserves.

King, Washington, was born in New York City October 5, 1815. He was well educated, and in the early part of his life followed the vocation of teacher. He came to St. Louis in 1844 and engaged in mercantile pursuits, prospering until the great fire of 1849, which ruined so many others, brought losses to him. In 1850 he went to Europe and spent two years, returning to St. Louis in 1852. In 1855 he was elected mayor of the city, serving with honor, and gaining the good will of the public. He was married, in 1836, to Miss Cynthia M. Kelsey, of Connecticut.

Kingsland, Lawrence Douglas, manufacturer, was born September 15, 1841, in St. Louis, son of George Kingsland, one of the pioneer manufacturers of this city. His father, who was a native of Pittsburg, Pennsylvania, came to St. Louis in 1834, and established what was known as the old "Broadway Foundry," operated first by the firm of Kingsland & Lightner. Later a change of partners made the firm Kingsland & Ferguson, which was in existence many years and until succeeded by the Kingsland Manufacturing Company, which is now successor to the original establishment. Lawrence D. Kingsland was educated in the schools of St. Louis, and at the military academy of Nashville, Tennessee. He was a cadet at the academy when the war between the States began, and both sentiment and environment combined to fill him with ardor for the Southern cause. Enlisting in the Confederate States' army, he served first under General Sterling Price, and later under other distinguished Southern commanders, participating in many battles and campaigns and having his full share of the experience incident to warfare. He continued in the Confederate military service until the war ended, and then returned to his home in St. Louis, becoming associated with his father as a partner in his iron manufacturing enterprise immediately afterward. This association was dissolved by the death of the elder Kingsland in 1874, the son succeeding then to the management of the business which his father had established and developed to large proportions. He has ever since been at the head of this pioneer manufacturing institution, and has been a conspicuous representative of the iron industry in the West. For twenty years he has been a leader among the manufacturers of St. Louis who have contended that natural advantages, mechanical skill, and business enterprise should extend the trade of American manufacturers far beyond the limits of their own country, and he has been most prominently identified with various movements designed to promote such extension of trade. As a result of efforts made in this di-



W. J. Russell

rection, he has seen foreign markets opened to his products and those of other American manufacturers, and the importance of extending this branch of traffic is now admitted by all well-informed business men. Regarding the South and Central American countries as a great natural market for the manufactured products of the United States, and believing that St. Louis could not fail to profit enormously by establishing friendly relations with these countries, he was the founder of the St. Louis Spanish Club, an institution which has done much to advance the commercial and manufacturing interests of the city, and of which Mr. Kingsland was president for four years. He helped also to organize the Traffic Bureau of St. Louis, the St. Louis Exposition and Music Hall Association, and the Fall Festivities Association, and founded also the St. Louis Manufacturers' Association, of which he has been president continuously since its organization. He is vice-president for Missouri of the National Association of Manufacturers, and consul general for the greater republics of Central America and Guatemala. Prior to 1897, although he had held many offices of trust and honor in connection with commercial organizations and kindred institutions, he had held no public office of a political character. In the fall of that year, however, he was appointed by Governor Lon V. Stephens a member of the board of Police Commissioners of St. Louis, and still continues to discharge the duties of that office. Politically he has affiliated with the Democratic party, and he is an Episcopalian churchman. He married, November 5, 1868, Miss Lizzie Tennent, daughter of James and Mary A. Tennent, of Philadelphia, and has two children—a son, Douglas G., and a daughter, Bessie Kingsland.

Kinsella, William J., merchant and manufacturer, was born in the County Carlow, Ireland, in 1846, son of Patrick and Ellen (Keating) Kinsella. His father was an architect of prominence, and the son was carefully reared and educated, attending the schools of his native town and St. Patrick's College. His early business training was obtained in the wholesale house of A. F. McDonald & Co., of Dublin, one of the largest and most widely known commercial establishments in that city. At nineteen years of age he came to this country, landing in New York City at the close of the Civil War, in 1865. Applying for employment at the famous dry goods house of A. T. Stewart & Co., he was told that he could not be placed in a position such as he desired, and was competent to fill, but that his services could be utilized as a wrapper of bundles. He accepted this employment and retained the position until a better one was offered him with the firm of Hamilton, Easter & Sons, of Baltimore. He remained with the Baltimore house until 1870, when, in company with a brother, who had joined him in this country, he established himself in the retail grocery business at Cleveland, Ohio. This venture did not prove successful, and after a time Mr. Kinsella came to St. Louis, where he became an employe of the firm of Porter, Worthington & Co. This connection, which proved mutually advantageous to employers and employe, was dissolved by Mr. Kinsella to accept the position of manager of the Kingsford Oswego Starch Company in this city. In this capacity he established an enviable reputation as a salesman and manager, and in 1879 the Thompson-Taylor Spice Company, of Chicago, placed him in charge of the St. Louis branch of its business. Two years later he purchased this business as head of the firm of W. J. Kinsella & Co. The trade already established was expanded rapidly by the new firm, and in 1886 the enterprise was incorporated as the Hanley & Kinsella Coffee and Spice Company, of which Mr. Kinsella is the president and executive head. This enterprise has not only proven highly remunerative and in every way creditable to its founders, but beneficial in a large degree to the general trade of St. Louis. St. Louis is to-day one of the leading spice markets in the United States, and one of the largest inland coffee markets in the world, and the building up of this trade has been due in no small degree to the enterprise and sagacity of Mr. Kinsella and his associates. While building up a house which has extended its trade throughout the entire West and Southwest, they have stimulated general activity in this field of enterprise, and the result has been to make St. Louis famous as a coffee and spice market, whereas it had attained no celebrity in that line of business at the time Mr. Kinsella engaged in it. A public-spirited citizen, as well as a courteous gentleman and sagacious man of affairs, he has been identified with numerous movements designed to advance the commercial in-

terests of the city and with various charitable and benevolent enterprises. He has served as vice-president of the Western Commercial Travelers' Association, belongs to the Associated Wholesale Grocers and Business Men's League, and is a member of the Mercantile Club, the Royal Arcanum, and the Knights of St. Patrick. He married, in 1880, Miss Nellie Hanley, of New York, and has three children —William Hanley, Dalton Louis, and Ella Marie Kinsella.

Kerwin, Daniel, manufacturer, was born in the County Kildare, Ireland, famous for its antiquities, August 13, 1826. His parents were James and Mary (Reeves) Kerwin, worthy people, who reared their son under good influences, gave him a fair education, and trained him to habits of industry, which constituted the capital with which he began life for himself. When he was seventeen years of age he turned his back on the home of his childhood and migrated to the United States, then looked to by many of the people of Ireland as a veritable land of promise. Landing in New York City, he remained there for a time and then came west, settling in St. Louis in the year 1849. Having mastered the blacksmith trade, he had become an expert worker in iron, and when he came to this city he entered the employ of Chouteau, Harrison & Valle, who had some time before that established here a rolling mill and iron manufactory, which became one of the most famous plants of its kind in the Mississippi Valley. He had a wealth of energy, a healthy ambition, and a capacity for hard work, and his aptitude for the business in which he had engaged and conscientious devotion to the interests of his employers soon made him a favorite with men of wealth and prominence engaged in developing new industries in St. Louis. In 1856 he was made general manager of the Coles Patent Nut & Bolt Works, and continued to be employed in that capacity until 1864, when he embarked in business on his own account. During the early years of the Civil War he served as a member of the Essex Company of Home Guards, and performed considerable military service in that connection. At the close of the war he was enabled to give his full time and attention to the business which he had established, and for a third of a century the Anchor Iron Works & Bolt Factory, of which he has been proprietor, has been extensively engaged in various branches of iron manufacture, and a large measure of success has attended his operations in this field of enterprise. As a business man he has been sagacious, far-seeing and successful; as an employer of labor, kindly and considerate, and as a citizen, honest, upright, high-minded and loyal always to the best interests of St. Louis. He has taken an active interest in politics as a member of the Democratic party, and has been called upon to fill various official positions of honor, trust and responsibility. He served for several years as chairman of the Democratic city central committee; was appointed police commissioner in 1882 by Governor Crittenden—holding that office until he resigned a year later—and from 1887 to 1890 represented his district in the State Senate of Missouri. During his term of service in the Legislature the laws of the State were revised and codified, and he was a participant in the enactment of much other important legislation. Since then he has held no public office, although he has continued to take a warm interest in public affairs and political movements. A member of the Catholic Church, he has always been a staunch adherent to that faith, and has been a generous donor to the church and its educational and charitable institutions. Although he has now (1897) passed the age of three-score and ten, he is still mentally and physically a vigorous man, and is actively engaged in the conduct and management of a large and prosperous business. Mr. Kerwin was married, in 1854, to Miss Mary E. Knight, daughter of Richard Knight, who started in St. Louis the first fire-brick manufactory established west of the Alleghany Mountains. The children born of this union are: Annie Mary Kerwin, Ellen Maria Kerwin, Marian Emily Kerwin, and Daniel John Kerwin—the last named a graduate of Washington University, being now connected with the Woodward & Tiernan Printing Company.

Kier, William Fitzgerald, physician, was born August 4, 1849, in Leechburg, Pennsylvania, son of Dr. Jacob S. and Martha J. (McBride) Kier, the first named a native of Lebanon County, and the last named of Westmoreland County, Pennsylvania. The elder Dr. Kier practiced medicine during the first fifteen years of his professional life in Southwestern Pennsylvania, and for thirty years

Carl G. Rausmann

thereafter in Detroit, Michigan. He came of Scotch antecedents, was a man of sterling character, and a physician and surgeon of fine attainments. His wife—the mother of Dr. William F. Kier—was born of Scotch-Irish parentage. The younger Dr. Kier, who has gained his prominence in professional life by more than a quarter of a century of meritorious work as a practitioner in St. Louis, was educated at Richie College, of West Newton, Pennsylvania, at which institution he completed his academic studies. He then studied medicine under the preceptorship of his father, then practicing at Detroit, Michigan, and in the year 1870 matriculated in St. Louis Medical College. He was graduated from that institution with class honors in 1871, and immediately after his graduation entered upon an eminently successful career in this city. Devoting himself to general practice, he established himself firmly in popular favor in his young manhood, and has since enjoyed constantly increasing prominence and prestige. Skillful in the treatment of patients, he has been at the same time their conscientious counselor and adviser, trusted at all times both as a friend and physician. Keeping fully abreast of the developments of medical science, he has taken a place among the leaders of his profession in St. Louis, and is an honored member of the St. Louis Medical Society and of the American Medical Association.

Kirkwood.—A suburban town thirteen miles from St. Louis on the Missouri Pacific Railroad. Two electric railroads run through it to Meramec Highlands, two and a half miles west of it, and the St. Louis & San Francisco road runs a mile south of it. The town, which takes its name from the first chief engineer of the Missouri Pacific Railroad, has a population of 2,500, eight churches, two public schools, Haight's Military Academy, a large Armory Hall, a beautiful and commodious stone station house, macadam streets, board and granitoid sidewalks, and many beautiful villas, surrounded by forest shade trees, the homes of citizens whose business houses are in St. Louis.

Klausmann, Carl, manufacturer, was born in the year 1810, in Steinach, in the Grand Duchy of Baden, Germany, and grew to manhood there, receiving his education in the public schools of his native town. After quitting school he was apprenticed to a painter, and after mastering his trade worked as a journeyman sign painter until he left Germany. He emigrated to the United States in the year 1839, and first established his home in Louisville, Kentucky. There he formed the acquaintance of Miss M. A. Uhrig, whose brothers at a later date became famous among the pioneer brewers of St. Louis. When Miss Uhrig came to this city to join other members of her family, the attachment which had previously sprung up between her and Mr. Klausmann led to his coming to this city also. In the year 1841 they were married, in the old cathedral at the corner of Third and Walnut Streets, and began the battle of life together, poor in purse, but rich in courage, energy and industry. The foundation of their fortune was laid at the corner of Main and Walnut Streets, where, for some time, they kept a cosy, old-fashioned restaurant, which became locally famous as "Our House." Their business prospered, and in 1857, with the means which they had accumulated, they established the well known Klausmann Brewery, removing, in that year, to Carondelet. About the time he had fairly established himself in this business and had attained a position of prominence among the business men of Carondelet, Mr. Klausmann died, his death occurring in the year 1859. Six children had been born to the couple during the years of their married life, of whom two daughters survived their father, and at the present time—1898—are still living. After the death of her husband Mrs. Klausmann took full charge of her husband's business, conducting it with rare ability and developing a manufacturing interest which ultimately yielded to her family a large fortune. "Klausmann's Cave," a famous old-time resort, was added to the original manufacturing plant under her management, and for many years she was known as one of the most capable business women of St. Louis. The later years of her life were passed in her home on the banks of the Mississippi River, all who knew her honoring and esteeming her for her virtues, her charities, and lovable traits of character. For many years before her death it was her custom to celebrate annually the anniversary of her birth, and on these occasions friends gathered at her home from all parts of St. Louis to tender their congratulations and enjoy her hospitality, these birthday celebrations being great events in the German society

of South St. Louis. Mrs. Klausmann died on the 10th of April, 1898, in the eighty-fifth year of her age, and the large concourse of people which followed her remains to their last resting place testified to the veneration felt by the people of that portion of St. Louis in which she was best known for one who had been a kindly and constant friend, ever active in charitable work and in ministering to the wants of those in distress wherever her attention was called to the need of such assistance.

Klein, Jacob, lawyer and jurist, was born September 1, 1845, in the village of Hechtschein, Prussia, son of John M. and Caroline (Guth) Klein. In 1851 he came with his parents to this country, and after living a year in New Orleans, they settled in St. Louis. Here Judge Klein grew up and obtained his scholastic training in the public schools. He then read law, under the preceptorship first of Seymour Voullaire, and later in the office of Knox & Smith, that firm being composed at the time of Samuel Knox, then a member of Congress, and Judge Irwin Z. Smith, one of the leading lawyers and jurists of Missouri. He was admitted to the bar in 1869, and practiced his profession continuously in this city thereafter until he entered upon the discharge of judicial duties. For the purpose of fitting himself more thoroughly for professional labors, he took a course at Harvard Law School, soon after his admission to the bar, and that institution conferred upon him the degree of bachelor of arts, in 1871. Until 1881 he practiced law without a professional partnership, but in that year he associated with himself William E. Fisse, who had studied law under his preceptorship, and the firm of Klein & Fisse continued in existence until 1889. In that year Judge Klein took his seat upon the circuit bench, he having been elected a judge of that court at the general election of November preceding. His training at the bar and the judicial bent of his mind admirably fitted him for the duties and responsibilities which he was called upon to assume in this connection. He had a broad knowledge of the law and the underlying principles of jurisprudence, and nature had made him so fair-minded that he could not be other than a just and impartial jurist. Studiousness, methodical habits and keen analytical powers added to his fitness for the exercise of judicial functions, and the result has been that he long since took rank among the ablest members of the judiciary of Missouri. His bearing on the bench has been illustrative of his high ideals as a lawyer and his thorough appreciation of the duties and responsibilities which attach to a judicial office. As a practitioner he was intensely earnest and aggressive, and it would not have been surprising if he had carried with him to the bench some traces of these distinguishing characteristics. As a judge, however, he has been remarkable for his urbane and kindly manners, his patience under trying circumstances and his uniform courtesy, both to members of his profession and litigants in his court. The old-time aggressiveness has given way to a most becoming judicial firmness, while he is no less earnest in seeking to arrive at correct conclusions than he was formerly in championing the interests of clients. The esteem in which he is held by the bar of this city has been aptly expressed by an ex-judge of one of the higher courts in the statement that "no abler or purer jurist has graced the bench of St. Louis, famous as the city has been for the high character of its judiciary." Although foreign-born and a lover of the history and traditions of the Fatherland, he has imbibed to the fullest extent the spirit of Americanism, and typifies, both as a public official and in private life, the best citizenship. A Republican in politics, it has been his good fortune to extend his popularity far beyond party lines, and his election to the circuit judgeship was by a larger majority than had ever been given to any candidate for a similar position in St. Louis. Interested in elevating as far as possible the profession to which he belongs and in improving the attainments of members of the bar, he has been conspicuous as a law educator and has long been a member of the faculty of the St. Louis Law School. April 17, 1873, Judge Klein married Miss Lilly Schreiber, and has four children.

Klene, Benjamin J., lawyer and legislator was born July 4, 1858, in Sparta, Randolph County, Illinois, son of Benjamin H. and Marie L. Klene. Both his parents were natives of Germany, who came to this country in early life. His father, who was a lawyer by profession, commanded a company of the Thirtieth Regiment of Illinois Volunteer Infantry in the Civil War. When the son was six or seven years of age, the family removed to Elkhorn Prairie, in Washington County,

George Knapp

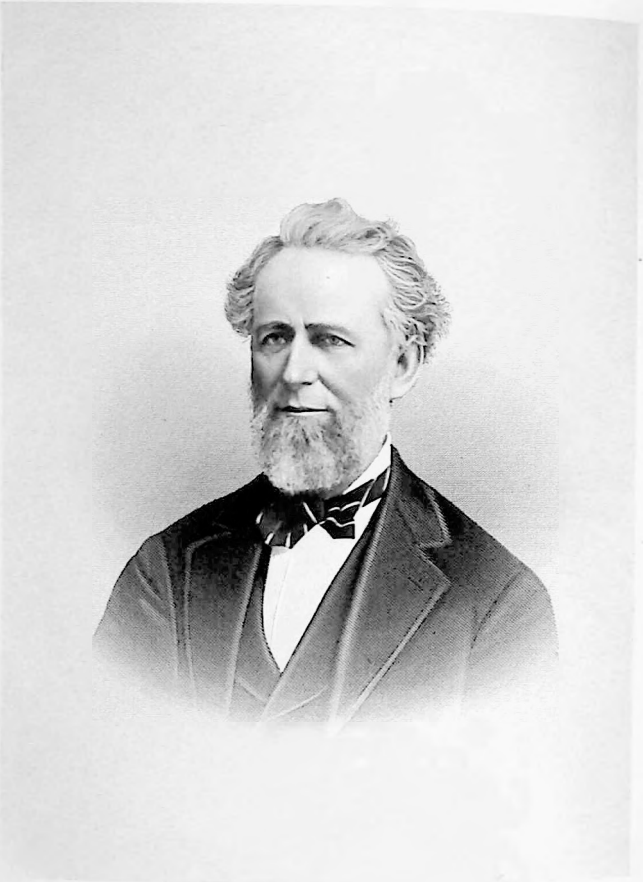
Illinois, and a few years later to the town of Elkton, where the elder Klene died, in 1872. The same year the remaining members of the family returned to Sparta, Illinois, where Mr. Klene lived until he came to St. Louis, in 1886. He was educated in the common schools of Illinois and at the Sparta High School, which he attended until it became necessary for him to become a money-earner and contribute his share to the support of his mother's family. In his young manhood he was engaged in the retail grocery business in Sparta, but he had an ambition to become a lawyer, and, disposing of this business finally, he entered the law department of Washington University, of St. Louis, from which institution he received the degree of bachelor of laws in 1886. He then began the practice of his profession in St. Louis, and has since gained a creditable position at the bar of this city. Before coming to this city he had taken an active part in local military affairs in his native State, and had served as a lieutenant in Company F of the Ninth Regiment of the Illinois National Guard. He had also interested himself to some extent in politics, and had held the office of clerk of his native town. After coming to St. Louis he became still more prominent as a member of the Republican party, and in 1894 was elected to the Missouri State Senate, in which body he has gained well merited distinction as a capable and conscientious legislator. At the legislative session of 1895 he aided materially in securing the passage of the election law applying to St. Louis and Kansas City, a measure which has been prolific of good results. In 1897 he labored earnestly and effectively to secure the passage of the law which reorganized the school board of St. Louis and gave to the city the best school officials it has ever had. He was the author, also, of the Fraternal Congress law, passed by the Legislature at the session held in 1897, which conferred great benefits upon the various fraternal organizations of the State. He is a member of the Congregational Church, and a charter member of St. Louis Tent, No. 26, of the Knights of the Maccabees. He was second commander of the above named Tent and served in that capacity two terms. He has also attended all the State conventions of the Knights of the Maccabees held in Missouri, and was one of the two representatives from Missouri to the Supreme Tent of this order in 1893. May 28, 1889, Mr. Klene married Miss Annie Meyer, of Randolph County, Illinois, like himself a native of that State and of German parentage. Their children are Leonard Wilcox Klene and Wilbur V. Meyer Klene.

Klute, Caspar, was born in Westphalia, Prussia, November 15, 1816, son of Henry and Francisca Klute. His father, who was a carpenter, builder and furniture manufacturer, was born in Allendorf, October 23, 1775, immigrated to the United States in 1846 and died in St. Louis, July 20, 1876, having reached the great age of one hundred years and nine months. After receiving a parish school education, Caspar Klute served an apprenticeship to the locksmith's trade, at which he worked as a journeyman prior to his coming to this country. He came to the United States and to St. Louis in 1842, and after learning the blacksmith's trade embarked in business as a blacksmith and wagon-maker, having his shops at the corner of Second and Plum Streets. In 1849 he purchased property at 1549 South Broadway and conducted his manufacturing operations at that location for thirty years thereafter. During the Civil War he did much repair work and other blacksmithing, and manufactured many wagons for the United States government. His business yielded good returns and in 1875 he was able to retire with a comfortable fortune. About the time of his retirement from business he removed to a residence at 4316 Compton Avenue, which he had previously erected and which has since been his home. September 9, 1845, he married Miss Margaret Gerber, a native of Germany, and on the 9th of September, 1895, they celebrated their golden wedding anniversary, members of their family and hosts of friends gathering about them to offer congratulations on that occasion. Their surviving children are Anna Klute, Mrs. Theodore Feager, Mrs. William P. Arnd, Mrs. Henry J. Bulte, and Mrs. William C. Lamping, all of St. Louis.

Knapp, George.—There are few more marked and worthy examples of a well-spent and useful life than that shown in the career of Colonel George Knapp. Without the attainments of a complete education in the higher schools, he possessed a wonderfully fertile mind, which he improved to the full extent of his opportunities. Having at a tender age to do for

himself, without the advantages possessed by so many boys of the present day, his brave spirit spurred him in his youthful endeavors, growing with his growth, and at length placing him among the notable men around him. From his infancy he had imbibed the pure, strong moral principles which were the basis of his character. Truthfulness, sincerity, honorable dealing, firmness, unswerving integrity, and a universal benevolence were parts of his nature. No one needed to misunderstand him, for he had but a single set of views on any subject, and he was never deficient in courage to announce, maintain and defend them. Indeed his tenacity of belief and opinion was not seldom construed into obstinacy; but he was not self-willed, was patient of opposition, tolerant, and receptive, though his convictions were always strong. When the responsibilities of managing a great newspaper came to him he accepted them with no selfish thought, but in entire realization of the opportunity and the power to be of service to his city, State and country. He had no charity for the vicious, but his desire in condemning and punishing the enemies of society was, like the law's intent, only to protect the community. He wanted his paper to be clean and decent. He hated inquisitorial journalism, which drags the purlieus for scandal and dirt. His ambition, like Chambers' and Paschall's, was to issue a sheet full of legitimate, current, news, editorially commented upon, honestly, intelligently, fairly, alike welcome in the family circle as by professional and business men. From Colonel Chambers he had been imbued with the idea of pushing the work of building up St. Louis, and in his time there was no enterprise looking to the advancement of the city in which he was not at the front. He was an advocate of State aid to railroads. He was a promoter of the Eads Bridge. He conceived the Southern Hotel and the new Merchants' Exchange. He was the father of the schemes separating the city from the county of St. Louis, the ousting of the old county court, and the abolition of the dual city and county governments. He was a pioneer champion of durable and extensive street paving, of the public school system, and of the public library. He opposed bossism in politics, refused support to unworthy nominees of his own party, attended political ward meetings for the purpose of sending proper delegates to nominating conventions, and, in short, in every possible way, filled the measure of what is truly meant when we speak of a thorough, go-ahead, enterprising, public-spirited citizen. He was not a writer; that is to say, he did not compose editorial articles; but from the time he became a member of the firm of Chambers & Knapp his finger was on the pulse of the people, and his frequent presence in the editorial rooms bore rich fruit from his suggestions. Could there be such a combination as that of Chambers, Paschall and Knapp in any newspaper office of to-day—but we must pass on to the biographical details of our subject.

George Knapp was born September 25, 1814, in Montgomery, Orange County, New York, and came to St. Louis with his father's family in 1819. After six years under the guardianship of Elihu H. Shepard he entered the office of the "Missouri Republican"—now the "Republic"—as a printer's apprentice. A part of his duties was to serve the patrons of the paper as carrier. In the office he inked the forms in the primitive manner, did chores, etc., advancing to "setting up the pi" for distribution, distributing "pi," proving galleys, and so on, until he reached the dignity of a "cub" compositor, setting up reprint, correcting proof, emptying galleys, "making up," progressively doing the several and various kinds of work necessary in a newspaper office to become an expert journeyman printer. There were long apprenticeships in those days, and young Knapp served until he was twenty, when, having had the "schooling" provided for by the indentures, he was given "a Bible and a new suit of clothes," also stipulated, began work as a journeyman and was able to make nine or ten dollars a week. Two years later, in 1834, he became pecuniarily interested in the book and job department, and soon afterward a member of the firm of Chambers, Harris & Knapp, which purchased the paper from Charless & Paschall. Colonel Chambers died in 1854, and, for a short time, his widow was associated with George Knapp, who, however, purchased her interest, and with his brother, John Knapp, and Nathaniel Paschall, established the firm of George Knapp & Co. George Knapp, as a young man, took an active part in militia matters, and as lieutenant in the St. Louis Grays went to Mexico on the breaking out of the war in 1846. On the return of his regiment he was promoted to the captaincy of the Grays, and afterward to the lieutenant-colonelcy of the First



John Knapp

Battalion, St. Louis Legion. During the Civil War he was on the Union side, and by his influence did much to temper the rigors of military rule in Missouri. In December, 1840, he married Miss Eleanor McCarten, daughter of Thomas McCarten, of St. Louis. Three daughters and nine sons, seven of whom survive, followed this union. In 1867, 1870 and 1879 Colonel Knapp visited Europe, where he traveled extensively. In 1883, his health becoming impaired, in company with one of his sons, he went to Germany in expectation of being benefited by the mineral springs, but, finding no relief, resolved to return. He died when three days out on the homeward passage. The intelligence of his death evoked universal sorrow. An immense concourse attended his funeral, which was conducted with military and civic honors, and the entire newspaper press of the city, and likewise the leading journals of the country bore graceful tribute to his memory.

WILLIAM HYDE.

Knapp, John, conspicuous during his life among Western newspaper publishers, was born in New York City, June 20, 1816, and died at his home in St. Louis, November 12, 1888. His father died in 1823, and in his early childhood he was practically thrown upon his own resources. When he was but nine years of age he was sent to a farm near Bluffdale, Illinois, going to that place from St. Louis, his parents having removed to this city in 1820. Returning to St. Louis in his young manhood, he was interested for a time in the wholesale grocery business in this city, and was a successful merchant. In 1854 he purchased an interest in the "Missouri Republican," the oldest newspaper west of the Mississippi River, and to the interests of that great paper he devoted the remainder of his life. In company with his brother, Colonel George Knapp, he developed this newspaper into the most powerful and influential journal of the Southwest, and under their joint management, it became also the most valuable and remunerative piece of newspaper property in the vast region tributary to St. Louis. For many years prior to his death he was president of the corporation owning and conducting the "Republican"—now the "Republic"—and during these years his was the guiding genius of the paper. The position which he occupied was one which brought him prominently before the public, and, although he never sought official preferment of any kind, he was in the broadest sense of the term a public man, serving as a volunteer in the Mexican War, as a captain in the St. Louis Legion, and twice being commissioned colonel of regiments raised by the State of Missouri to support the Union cause during the Civil War. A review of his life and services is, therefore, of peculiar interest in this connection, and the following personal tribute of one who knew him well may appropriately close this sketch:

"The death of John Knapp removes a figure prominent in the history of our city and State. His life affords a lesson and example not rare, we are happy to say, in Western civilization, but always noble and inspiring because they illustrate the victory of energy and courage—of youthful obscurity forcing its way to prominence and distinction. His distinguishing characteristics, from his earlier days to the summit of his career, were courage, determination and independence. He was specially formed and fitted for the excitements and struggles incident to Western life, when great questions, great interests and rapid development demanded of every active citizen quick judgment, positive opinions and earnest convictions. He came to St. Louis as a child, at a time when it was but a river town and from almost his early boyhood was dependent upon his own exertions. He tried farming, but it had few attractions; returned to the town, learned the trade of a tailor, and followed it for several years; then embarked in the wholesale grocery business and finally identified himself, by the purchase of an interest, with the "Missouri Republican," and devoted his whole time and energies toward building up a great metropolitan journal. He was never a politician in the sense of office-seeking, but he was always a live, active, forceful factor in the public life of his time. He evinced a deep interest in the State militia, serving in all grades, and at the outbreak of the Mexican War he gladly volunteered for the national defense and went to Mexico as captain in a Regiment of Missouri Volunteers. He held the rank of lieutenant-colonel at the time of the capture of Camp Jackson, and subsequently served in the State forces in 1864. In reference to the Camp Jackson affair he always retained a profound disapproval of the violence displayed, insisting that on behalf of himself and colleagues no disloyalty to the Union had been contemplated, and that, in view of this

fact, the loss of life was little less than murder. In moments of personal peril he was devoid of fear nor could menacing surroundings compel him to repress the expression of his opinions. Omitting a mass of detail, domestic or public, it is thus seen that Colonel Knapp was essentially a man of his time—a man of action and influence. In the business management of a great newspaper, he was always enterprising and progressive and in all projects for the advancement of St. Louis and Missouri, he evinced enthusiasm and energy. His own courage and self-confidence made him at times imperious and assertive, but there are very few, if any, who will remember him, save as a genial, high-spirited gentleman, who accorded to all the liberty he demanded for himself. He fought his way from obscurity to prominence; he participated vigorously in the events and struggles of his times; he made his personal influence felt; he assisted many noble objects and institutions, and he leaves behind him an unblemished name and reputation, and many who lovingly regard his memory. It is men of his type that afford the best material for citizenship. The neutral, the men of sensibilities and emotions, have more poetic possibilities, more moral picturesqueness, but they are not so available for the practical demands of history. So long as alertness, courage and self-reliance are necessary to manhood and patriotism, common sense and public spirit are necessary to citizenship, there will be a strong need in every community for such a man as John Knapp. He deserves and holds the respect of society in the great city where his busy life was spent."

Colonel Knapp married, April 22, 1844, Miss Virginia Wright, who was born and reared in St. Louis. The members of his family who survived him were his widow, three sons and three daughters.

Knapp, Charles Welbourne, journalist and newspaper publisher, was born January 23, 1848, in St. Louis, son of Colonel John Knapp, of whom extended mention is made in this connection. He was graduated from St. Louis University in the class of 1865, with the degree of bachelor of arts, and in 1867 received the degree of master of arts from the same institution. After completing his academic studies, he studied law at Columbia College and the University of Kentucky, and received the degree of bachelor of laws from the last named institution. He served his apprenticeship to the profession of journalism on the "Missouri Republican," and in 1887, shortly preceding the death of his father, succeeded to the presidency and general management of the "St. Louis Republic." In this position he has maintained the high character of the oldest newspaper in the West, and fully sustained the reputation of the distinguished family to which he belongs for able newspaper management. Since 1891 he has been a member of the board of directors of the Associated Press, and one of the managers of the greatest news gathering agency in the world, and from 1895 to 1899 was also president of the American Newspaper Publishers' Association. As a citizen of St. Louis he has sought to contribute, with all the influences at his command, to the betterment of municipal government and the advancement of the city's material interests. From 1896 to 1899 he served as a member of the board of directors of the St. Louis Public Library, and he and his associates of this board are entitled to a large share of the credit for making the public library one of the most useful educational institutions of the city. To his enterprise, also, St. Louis will be indebted for one of the most notable business edifices in the city, the "Republic's" new building, now in process of erection at the corner of Seventh and Olive Streets. This building which will resemble in many respects the "New York Herald" building—"the model newspaper building of the world"—and which has been designed with special regard to the requirements of a great publication business, will be the most attractive newspaper building in the West, and one of which the city of St. Louis, as well as Mr. Knapp and the owners of the "Republic," will be pardonably proud.

Knapp, Harry Gilmore, prominent among the operators in real estate in St. Louis, was born in this city September 5, 1855, son of Colonel George and Eleanor Knapp, the first named a native of New York and the last named of the State of Georgia. In a preceding sketch a full account has been given of the life of his father, widely known as newspaper publisher and man of affairs, and one whose life was prolific of good to St. Louis. The son completed his education at St. Louis University and was graduated from that institution in the class of 1874. The fall following his graduation he became a clerk in the office

of the city assessor of St. Louis and retained a connection with that department of the city government until 1880. In 1887 he embarked in the real estate business in this city, and within a few years gained, and still retains, a leading place among the real estate men of St. Louis, a class of men to whom the city is largely indebted for much of its substantial progress and development. For some years he took an active interest in local military affairs and served as a member of Company C of the National Guard of Missouri. Although he has not been an active participant in political campaigns or a seeker after political preferment, he belongs to the Democratic party, of which his father was so long a prominent and influential member, and from time to time he has given substantial aid to the cause of Democracy. He was reared in the Episcopal Church and is himself a churchman of that faith. He married, in 1891, Miss Louise Whittemore. Their children are Robert W., George, Louise and Eleanor Knapp.

Knights and Ladies of Dixie.—An organization which came into existence at Little Rock, Arkansas, in 1895, and which was designed to perpetuate the memory of soldiers of the Southern Confederacy and to make provisions for the relief of the needy among their widows, orphans, or dependents. It admits to membership both men and women, and has an attractive ritual and benefit features. The first lodge was organized in St. Louis, in 1896, at 3700 Easton Avenue, with fifty members. In 1897 its reported membership was more than one thousand.

Knights and Ladies of Honor.—A mutual benefit order, which was founded in the city of St. Louis on the 7th day of June, 1876, by the institution of initial Lodge No. 1. It was founded by Thomas W. Seymour, the present Grand Secretary of Missouri, who conceived the idea that women should be entitled to enjoy the social privileges and benefits of an order similar to the Knights of Honor, of which order he was then an active member. On the 6th of September, 1877, the Supreme Lodge of the order was organized at Louisville, Kentucky, by the representatives of the lodges which had by that time come into existence. From that time forward subordinate lodges multiplied, and in 1899 its total membership was represented in almost every State in the Union. The institution of lodges in the States of Louisiana and Florida is not sanctioned by the Supreme Lodge, on account of the danger of yellow fever and other epidemics recurring with frequency in those States. There are sixteen grand lodges in existence in the United States, and in St Louis the number of subordinate lodges is sixty-four, with a membership of over six thousand. The Supreme Lodge, originally chartered by Kentucky in 1877, obtained a new charter from the State of Missouri in 1885, and was rechartered in Indiana in 1891.

Knights and Ladies of Industry.—A mutual benefit association, organized in St. Louis, in 1887, to which both men and women were admitted. It had at one time nineteen lodges and a membership of more than 1,200 in this city, but never established any lodges or had any membership outside of the city. It flourished until 1896, when various causes depleted its membership to such an extent that its affairs were wound up and its existence terminated.

Knights of Father Mathew.—Originally a uniformed temperance society organized in St. Louis, in 1872. It numbered about one hundred young men of Roman Catholic religious affiliations, who were handsomely uniformed and became noted for their proficiency in military drills. Within a few years after its organization, it became one of the most popular civic societies of St. Louis, in which all classes of citizens felt a pride, without regard to their church connections or temperance sentiments. In 1876 the Knights visited the Centennial Exposition at Philadelphia, the merchants and business men of St. Louis subscribing the larger share of the fund raised to defray their expenses on that occasion. They participated in a prize drill at Philadelphia on July 14th, winning a handsome banner in competition with a large number of uniformed societies of various kinds. Prior to 1881 the society was known only as a temperance, social and semi-military organization. In that year, however, it was reorganized as a mutual life insurance and temperance association, the new organization being chartered as the Knights of Father Mathew, of Missouri. The first officers of the association were Rev. P. F. O'Reilly, president; Daniel O'Connell Tracy, secretary; and Patrick Mul-

cahy, treasurer. In 1898 the total membership of the association was something more than 3,000, more than half the members being residents of St. Louis. There were at the same time twenty-eight subordinate councils in this city and St. Louis was headquarters of the Supreme Council, of which Most Rev. John J. Kain, archbishop of St. Louis, was Supreme Spiritual Director. Seven subordinate councils were also in existence in Illinois and six in Kansas in 1897. The Knights had paid out at that time nearly one million dollars in death benefits.

Knights of Honor.—A mutual, fraternal benefit order, first organized in Louisville, Kentucky, June 30, 1873. It is national in its character, being composed of the Supreme Lodge and thirty-six grand lodges, embracing thirty-six States of the Union. Its headquarters was removed to St. Louis in June, 1874, when a charter under the laws of the State of Missouri was issued to it. The first lodge organized in Missouri was St. Louis, No. 13, which was instituted March 12, 1874. The Grand Lodge of Missouri was instituted September 10, 1875. The order numbered in the United States on January 1, 1892, 90,576. There are thirty lodges in this city, with a membership of 3,000, and 4,000 in the State of Missouri. During its twenty-five years of existence this order has paid to the widows and orphans of its deceased members the sum of $62,500,000. It is based upon the natural premium plan of assessment rate, graded according to age from twenty-one years up. Its equitable assessment scale and its prompt adjustment of losses has secured for it the confidence and patronage of the best class of citizens, and its admirable system has secured for it the commendation of insurance authorities. It has among its membership men of prominence among all the professional, business and producing classes. During the prevalence of yellow fever in portions of the Southern States in the years of 1878 and 1879 the order distributed over half a million of dollars among the sufferers from that scourge, removing many families to places of safety. Its funds are procured by assessments levied upon and contributed by its members in the subordinate lodges, all of which is forwarded direct to the headquarters in St. Louis, and from there disbursed for the payment of death benefits. The grand dictator, or executive officer for Missouri, now serving his third term of office, is Honorable John I. Martin, of St. Louis. The supreme officers in charge of headquarters are B. F. Nelson, supreme reporter; Joseph W. Branch, supreme treasurer, and Dr. H. C. Dalton, supreme medical examiner, with offices in the Odd Fellows' Building.

B. F. NELSON.

Knights of Hope.—A temperance society, with military features, organized among the youth of St. Louis, in 1888, as an auxiliary of the Band of Hope. It had a large membership composed of boys—who were handsomely uniformed—and was one of the earliest of the juvenile military organizations of St. Louis.

Knights of Khorassan.—This secret fraternal order possesses some singular features to give zest and interest to its proceedings. Its ceremonies and customs are fashioned after the Arabic, and the dates of the Mohammedan calendar are adopted. The order was organized at Milwaukee, Wisconsin, in 1894, and although distinct from that order, was composed of Knights of Pythias. It has now a membership approximating 7,000 in the United States. The Temple of Knights of Khorassan in St. Louis was instituted February 29, 1896, by H. W. Belding and George C. Wagoner. The present membership of this Temple is 300, and there are two Temples outside of St. Louis in Missouri. The governing body of the order is called the Imperial Palace, and the imperial secretary, H. W. Belding, of St. Louis, maintained his office in this city in 1898.

Knights of Pythias.—A secret benevolent and fraternal order, which owes its origin to the memorable friendship of Damon and Pythias, who belonged to the Pythagorean school of philosophers in ancient Syracuse, situated on the island of Ortygia, on the eastern coast of Sicily. Pythias plotted against the life of Dyonisius I, of Syracuse, and was condemned to die. He wished to arrange his affairs, and Damon placed himself in the tyrant's hands to die in Pythias' stead in case he did not return on the day appointed for the execution. At the last moment Pythias came back and Dyonisius was so impressed by the fidelity of the friends that he pardoned the offender and begged to be admitted into their

fellowship. The modern brotherhood which came into existence as a result of this incident was founded in Washington, D. C., February 19, 1864, by Justus H. Rathbone and others, who instituted on that date Washington Lodge, No. 1. The Supreme Lodge Knights of Pythias of the World was organized August 11, 1868, and under the auspices of this body the dispensation issued which authorized the formation of the first lodge in Missouri, at Kansas City, May 5, 1870. The second installation in the State took place in St. Louis, May 7, 1870, in the organization of Missouri Lodge, No. 2. The Grand Lodge of the State of Missouri was organized July 7, 1871. There were in St. Louis, in 1897, thirty-three lodges and nearly five thousand members, and in the State two hundred and sixty-one lodges and thirty-one thousand members. In addition to the subordinate lodges, there were at the date above mentioned four divisions of the Uniform Rank of the order in St. Louis, organized as the First Battalion of the Fifth Regiment, the regimental headquarters being located in this city. The order has grown rapidly in popular favor in the United States since its organization, and it is now one of the strongest fraternal societies in existence.

Knights of St. John.—The St. Louis Commandery of this order was organized in May, 1897, at St. Lawrence O'Toole Church, Fourteenth and O'Fallon Streets, the founders being John B. Cahill, James O'Neil, Thomas S. Finnan, E. J. Stecker, Patrick O'Neil, Martin Mungan and James Sheehan. It is a beneficiary, social and religious order, with a uniform company numbering forty drill members, and embracing fifty-two members, civil and military, in all. It is a branch of an international organization numbering three hundred and fourteen commanderies in the United States. There are two only in Missouri, one in St. Louis and one at Hannibal. It is particularly strong in the Eastern States. The St. Louis Commandery has meetings on the second and fourth Tuesdays in each month, and drill exercise on the first and third Tuesdays. They participate in prize drills. At the one held in Detroit, August 28, 1898, the St. Louis Knights won the prize.

Knights of St. Patrick.—This society dates from 1867. In that year John D. Finney, Richard Ennis, John J. Daly, J. R. McDonough, Thomas Burke, James Murrin, John J. Tobin, James H. McNamara, and others, deemed it desirable that the representative elements of the Irish race in St. Louis should unite in an organization, and they undertook to carry out this idea under the above designation. Its objects are stated to be: "The perpetuation of Irish nationality through social and intellectual communion; and, within the bounds of their just allegiance to the country of their adoption, to foster the old-time memories and traditions of their native land; the vindication of the race in all local and national undertakings; and, finally, to elevate the status and advance the interests of Irishmen, by the individual and combined example and influence of its members." John D. Finney was the first president. Active membership is confined to gentlemen of Irish parentage or descent. The discussion of or reference to political or religious questions is not permitted at the society's meetings, it being the special endeavor of the knights to act on broad and liberal lines, tolerating all shades and differences of opinion not coming in conflict with their main purpose. That they have been highly successful in this effort to bring together men of Irish birth and descent, representing the different elements of the race, is apparent to any St. Louisan who will examine their records. There it appears that they have had, from time to time, or now have among their officers and members, such well known names as R. P. Tansey, J. K. Cummings, John Jackson, George Knapp, Joseph Boyce, John Knapp, James Duross, Thos. J. Portis, Charles Green, James C. Normile, Patrick Burns, James P. Maginn, Thos. C. Reynolds, James Tiernan, John W. McCullagh, Thomas Walsh, Daniel G. Taylor, J. L. D. Morrison, Leigh O. Knapp, James McGrath, Silas Bent, John G. Prather, Peter L. Foy, Patrick Bambrick, William H. Horner, Constantine Maguire, H. Clay Sexton, John Scullin, Isaac Cook, Richard C. Kerens, Jeremiah Fruin, Charles C. Maffitt, Richard D. Lancaster, John E. Liggett, O'Neil Ryan, Adeil Sherwood, R. J. Delano, R. Graham Frost, H. J. McKellops, Michael K. McGrath, John M. Sellers, R. S. McDonald, Edward D. Kenna, David W. Caruth, F. A. Drew, Alexander Finney, Henry W. Bond, James R. Claiborne, P. S. O'Reilly, John F. Cahill, Michael J. Cullen, Richard Dalton, Patrick O'Connell, Joseph Franklin, P. T. Madden, Geo. J. Tansey, Patrick Short,

John Scott. Robt. H. Kern, P. P. Manion, John O'Neil, George P. Wolff, J. A. Talty, Joseph H. Tiernan, John S. Sullivan, John Hogan Boogher, T. F. Hayden, Michael Callahan, Ashley C. Clover, George W. Ford, George Burnet, Patrick J. Harris, Daniel Abel, Alonzo C. Church, Arthur J. Judge, Henry D. Laughlin, Andrew Parle, Chas. E. Peers, William H. Ryan, O. F. Guthrie, Edward C. Clifford, D. P. Slattery, John S. Marmaduke, Thos. J. Dailey, Patrick Flanagan, A. W. Slayback, Patrick Monahan, Alfred M. Baker, Charles Pope, Thomas A. Ennis, John W. Parle, G. Frank Gouley, Peter J. Taffe, John G. Kelly, M. C. McNamara, John O'Grady, John W. Norton, Thos. W. Brady, Arthur B. Barrett, M. W. Hogan.

The annual banquet on St. Patrick's Day is always a superb affair, and the speeches there made, with the other proceedings, are fully reported in the daily press, and received with great interest by the public. At irregular intervals, as suggested by circumstances, called meetings, ostensibly for the consideration of some formal or business matters, are held; but they generally prove to be sparkling, social and literary entertainments, at which the characteristic talents of the members are shown at their best. It is hard in writing of these gatherings to make selections from among the many that are equally deserving of mention, but, nevertheless, we will refer to Henry I. D'Arcy, whose genuine wit was flavored with the true Attic salt; and whose fine presence, elegant diction and other acquirements, seemed to make him an ideal Dublin Irishman; and to David H. MacAdam, from whom, to paraphrase an allusion to Sargent S. Prentiss, would spontaneously spring forth bright thoughts and striking figures, with all the profusion and brilliancy of birds from a Brazilian forest.

The author of the saying that every Knight of Saint Patrick is an orator, was not without the glimpse of a great truth. However, if all are not par excellence in that particular, yet it would seem, on being introduced to one of these gatherings, that each member had some specialty in which he excelled; at all events, that he had the ability to respond cleverly in some way, say, by a song, or recitation; or, perhaps, with a poem of his own composition. And these meetings disclosed that certain of the Knights were indeed the possessors of all these talents, including versification and oratory. We may instance Bernard Finney, Richard Ennis, John D. Finney and David H. MacAdam.

It will be readily perceived that with such surroundings oratory is contagious, and that a practiced speaker finds in the Knights and their friends a most inspiring and receptive audience. This fact was well illustrated by the address of Dr. A. Burns, an Ulsterman and Methodist divine, from Hamilton, Canada, delivered at the annual banquet in 1885. He there responded magnificently to "The Day We Celebrate." His graphic narration of pertinent facts of Ireland's history, and his luminous exposition of her right to Home Rule, were stated with such fire and force as to electrify every one within his hearing, and stir them to the highest pitch of enthusiasm.

Of the special banquets given by the Knights, that at which Charles Stewart Parnell was the guest of honor, will first be noticed. This great leader was then in his prime. He was the very embodiment of the hopes and aspirations of the Knights in regard to Irish politics. So that his reception was a grand ovation, and that he was worthy of it, will not be questioned. The banquet to Father Tom Burke made a red-letter day in the Knights' calendar. Archbishop Ryan having also been present, it can readily be surmised that the occasion was a memorable one. To have attended this banquet, radiant with the grace and effulgence which winged the magic words of these two gifted and favorite sons of Ireland, was to enjoy a mid-summer night's dream of Irish wit, humor and eloquence. The banquet to John Mitchell, and the one to Senor Zamacona, Mexican Minister to the United States, and that to Justin McCarthy, were all very interesting events and great successes.

At every banquet of the Knights there is a large number of local and visiting guests, from whom some of the speakers are uniformly selected. Among those residing here that responded to leading toasts, may be recalled General Sherman, Archbishop Kain, James O. Broadhead, John W. Noble, Father Phelan, Lieutenant Schultz, John B. Henderson, David R. Francis, Seymour D. Thompson, Nathan Frank, Cyrus P. Walbridge, William H. Stone.

The officers of the society at present (1897) are: President, Patrick J. Carmody; first vice-president, Wm. H. O'Brien; second vice-president, William McCabe; corresponding secretary, Thomas Morris; recording secre-

tary, John J. O'Connor; treasurer, George T. McNamee; grand marshal, John Finn; executive committee: Frank K. Ryan, chairman; Lawrence Harrigan, Daniel Dillon, Wm. J. Baker, T. J. Hennessy, Joseph M. O'Shea, Jeremiah Sheehan, John Lindsay, J. H. McNamara, E. J. O'Connor, Thomas E. Barrett, James J. Spaulding, John A. Sloan, Isaac S. Taylor, P. C. Murphy. The society is in a highly flourishing condition, with the best prospects for a long and successful existence.

FRANK K. RYAN.

Knights of the Golden Rule.—This order was founded at Cincinnati, Ohio, on the 16th day of August, 1879, under peculiar circumstances. The Supreme Lodge of the Independent Order of Mutual Aid, originally known as the Independent Order of Workingmen, but who had changed their title on account of their being frequently confounded with the Ancient Order of United Workmen, quite another society, was in session, when it was announced that all of the lodges in the States north of the Ohio River, except Missouri, had determined to relinquish their charters, and withdraw from the order, on account of the large number of unpaid claims on death of members caused by the yellow fever epidemic of that and the previous year. These withdrawals rendered it impossible for the order, the I. O. M. A., to survive; consequently it closed up its affairs as best it could and passed out of existence. Ten members of the Supreme Lodge above named came together and organized a new order, selecting as its motto, "The Golden Rule," and giving it the name of "The Knights of the Golden Rule." Two lodges of the old order in St. Louis at once affiliated with the new society, and it gradually grew in strength until in 1891 there were thirteen castles, as the subordinate bodies were termed, in this city, and four in other parts of the State. In that year twelve castles in this city, eight of them being entirely German in their membership, and the other four having a large proportion of the same nationality in their make-up, withdrew and established a new order of their own, "The Order of Reliable Protection," since become defunct. In this State the order is not prosperous at this time, 1897, there being but one castle in existence in St. Louis, Excelsior Lodge, No. 7, instituted August 29, 1879, which, with a small membership, still retains its connection with the order. In other States the order is doing fairly well and is gradually growing in membership. It is a fraternal, beneficiary order, its death benefits ranging from $500 to $3,000, based upon the collection of assessments from the members. The chief executive officer is called the supreme commander.

Knights of the Maccabees.—See "Maccabees, Knights of the."

Knights Templar.—See "Masonic Order."

Knights Templar Band.—See "Music in St. Louis."

"Know-Nothings."—The name given to the members of the American party, because, in their endeavors to preserve the secrecy of their movements, they were instructed to reply: "I don't know," to any question relative to their party. See also "American Party."

Knox, Samuel, lawyer and ex-member of Congress, was born March 21, 1815, in the town of Blandford, Hampden County, Massachusetts, son of Alanson and Lucinda Knox. His father was a lawyer of ability, and he comes of a family which has had numerous able representatives at the bar. He was graduated from Williams College in the class of 1836, and two years later graduated from the Law Department of Harvard University. He then came west, and before the close of the year 1838 he had established a law office in St. Louis. Within a few years thereafter he had established a reputation as a capable, conscientious and painstaking lawyer, and in 1845 he was appointed city counselor of St. Louis, an office which he held until 1846. In 1862 he was elected to Congress, defeating General Frank P. Blair. He was again a candidate for Congress in 1864, but was defeated, and thereafter during his residence in St. Louis refused to stand as a candidate for any official position. About 1890 he retired from active practice, and since then has resided much of the time in New England. He married in 1845 Miss Mary Kerr, daughter of Mathew and Hannah Kerr of St. Louis.

Koehler, Henry, Jr., manufacturer and banker, was born in Fort Madison, Iowa, son of Henry and Ottilie Koehler. His par-

ents were born and reared in Germany, and the elder Henry Koehler was numbered among the German patriots who sought to establish a parliamentary form of government in that country. In 1848, when the revolutionary movement failed, he, with hundreds of other German Liberals, found refuge in the United States, our own country being greatly benefited by this influx of the leaders of one of the great reform movements of Europe. The Koehler family settled first in St. Louis in 1849, but later went to Iowa. In this city Henry Koehler, Jr., obtained the rudiments of an education, and his studies were continued in the public schools of Davenport, Iowa, and completed at the University of the State of Iowa. He left school admirably fitted, both by nature and education, for a business career, and in every position which he has since occupied he has evidenced superior capacity and executive ability. As president of the American Brewing Company he has helped to build up the great industry for which St. Louis is famous the world over, and is one of the leading representatives of the manufacturing interests of this city. He is also identified with the banking interests of the city as vice-president of the South Side Bank, and is known as a thoroughly capable banker and financier. Enjoying a large measure of the confidence and esteem of the public by reason of his strict integrity and superior business qualifications, he has commanded admiration also for his manifestations of public spirit on all occasions and his generous aid of all worthy enterprises.

Koeln, Christian, merchant, was born December 22, 1823, not far from the city of Duesseldorf, in the Rhine Province of Prussia, son of John and Sophia (Kuhnen) Koeln, who immigrated to this country in 1842, and both of whom died of cholera in 1849. After leaving school Christian Koeln served a term of years as an apprentice to the linen dyer's trade, which he had thoroughly mastered before coming to this country with his parents in 1842. The family settled in St. Louis, and Christian entered the employ of Frederick Dings, a dealer in fancy goods, and brush manufacturer, whose place of business was on Second Street, between Chestnut and Market Streets. In 1846 he helped to organize a company of troops for the Mexican War, and afterward served throughout the war under General Taylor, participating in numerous engagements, which reflected the highest credit upon the arms of the United States. On his return from Mexico he again entered the service of his old employer, Mr. Dings, with whom he remained until 1850. In that year he erected the first brick store building in the lower part of the city of Carondelet and engaged in the grocery business at that place. This property he disposed of in 1866, and soon afterward erected a larger brick block at the corner of Main and Taylor Streets. His business was expanded in proportion to the increased size of the quarters occupied, and he continued in trade at this location until 1877. He then sold the stock and good will of the establishment, rented his storerooms, and retired from business with a competency. In 1878 he built his present home at the corner of Grand and Loughborough Avenues on property that he had purchased in 1872, and he is the owner of what is known as the West Koeln's Addition to Carondelet. The military experience which he gained during the Mexican War was utilized by the friends of the Union in St. Louis at the beginning of the Civil War, when Mr. Koeln became prominently connected with the organization of Home Guards and helped to drill the troops which rendered such important assistance to the Federal authorities in the capture of Camp Jackson. In later years he took an active part in the management of municipal affairs in Carondelet, serving four years as a member of the city council of that city before it became a part of St. Louis. While he has not been an active politician, he is an orthodox Republican, and in religion he is an equally orthodox member of the Catholic Church. He is connected with fraternal and social organizations as a member of the Ancient Order of United Workmen and of the Turners' Society of St. Louis. May 21, 1848, Mr. Koeln married Miss Caroline Franke, a native of Hanover, Germany. Their surviving children are Julius Koeln, Alexander Koeln, and Caroline, wife of William Finck, all of St. Louis. Mr. and Mrs. Koeln celebrated their golden wedding May 21, 1898, at their home, 3620 Loughborough Avenue, in the company of a host of friends and in a veritable bower of beauty.

Koettker, Andrew Francis, was born in Hanover, Germany, June 11, 1824, and died in St. Louis June 9, 1889. He was reared on

a farm, received a moderate education, and was engaged in agricultural pursuits until 1849, when he came to this country. He established his home in St. Louis soon after his arrival in the United States, and was numbered among the early German immigrants to this city. He was a thrifty and industrious young man, and after working in various capacities about the city turned the knowledge of gardening which he had obtained in the old country to good account and built up a profitable business in this line. This trade he developed to very considerable proportions, and from time to time invested the proceeds of his business with rare discretion and good judgment. As a result he became a man of means, and in 1881 retired from business, giving his attention thereafter until his death to the care of his property. He had the instincts of a philanthropist, and, when he found himself well supplied with this world's goods, made generous use of his fortune in assisting the poor and needy, in advancing the interests of the Roman Catholic Church, of which he was a member, and in building up its orphan asylums and other charitable institutions. He married, October 8, 1851, Miss Theresa Vox, who was a native of Hanover, Germany, and who died in St. Louis in 1891. Their children are Henry A., Caroline, now Mrs. Henry Dieckmann; Ida, now Mrs. Louis Ottenad; George and Andrew Koettker.

Kosmos.—A secret mutual benefit order instituted in St. Louis in September of the year 1883 by a number of persons who withdrew from the order of Knights of the Golden Rule. It started under promising auspices and flourished for a time—several lodges coming into existence during the year 1883—but later interest in the work of its upbuilding flagged, and after a few years it passed out of existence.

Kossuth, Louis, Visit of.—Louis Kossuth, the Hungarian patriot who had induced the Landtag to declare the independence of Hungary upon the accession of Francis Joseph to the throne in 1848, visited St. Louis in March of 1852, while traveling in the United States. He was accompanied by Madame Kossuth and a suite of thirteen persons, and on landing here from the steamer "Emperor," March 9th, was formally received by a citizens' committee composed of one hundred persons, headed by the mayor of the city. Escorted by a military and civic procession to the Planters' Hotel, he held a reception there, and on March 12th there was a grand parade in his honor. The city not only paid him distinguished honors, but made substantial contributions in aid of the cause which he represented. He received while here much attention from all classes of people, and was visited by delegations from other Western cities and States anxious to extend to him their hospitality and to testify to their appreciation of his patriotic services to his country.

Krieckhaus, Augustus, who has long occupied an enviable position in the business circles of St. Louis, and who has served the public faithfully also in official capacities, was born in Cleve, Rhenish Prussia, March 17, 1835, son of Charles L. and Helena (De Saschausse) Krieckhaus. His father, who was a tanner by trade, emigrated to the United States in 1849 and settled in St. Louis, where he was engaged in the manufacture of leather thereafter until his death in 1853. The son had acquired a good business education and mastered the French language before coming to this country, and upon his arrival here learned English, and first entered the employ of L. C. Speck, an old-time wholesale dealer in "Yankee notions." Leaving this establishment at the end of a year's service, he was employed two years thereafter as a druggist's clerk, and then learned the tanner's trade under his father's supervision. After his father's death he continued the business, which the latter had established, for four years, and then became general manager of the commission house of F. H. Luttercord, located on Commercial Alley, between Vine Street and Washington Avenue, engaged in the purchase of hides and the sale of leather. In 1858 he purchased this business from Mr. Luttercord and continued it under the name of A. Krieckhaus & Co., developing it into one of the large commercial establishments of the city. In 1878 the firm of which he is the head began dealing extensively in tallow, and its operations in this commodity have since been among the largest conducted by any house in St. Louis. As a business man Mr. Krieckhaus has gained deserved prominence in commercial circles, and his house is one enjoying to the fullest extent the confidence of the public, noted alike for its financial solidity and its honorable dealings.

During the Civil War Mr. Krieckhaus served as first lieutenant of Company K of the Fifth Regiment of Home Guards, and since then he has served his adopted city in civil capacities with equal zeal and greater distinction. He was a member of the city council of St. Louis from the year 1864 to 1873, inclusive. During the years 1867 and 1868 he was president of the council, and vice-president in 1869. He was later a member of the "committee of thirteen," which framed the present city charter and gave to St. Louis its independent form of government. While in the city council he was an influential member of the ways and means committee; was an able and enthusiastic advocate of public improvements, and contributed largely toward bringing about the construction of the present city water works. In the days when slavery was the principal issue in American politics Mr. Krieckhaus identified himself with the Republican party, but after that institution had been swept out of existence by the Civil War and economic questions became dominant in politics, he joined the Democratic party, and voted three times for Grover Cleveland, the great leader of the revenue reform movement. He is an agnostic in his religious belief, and is identified with fraternal organizations as a member of the Masonic order and the order of the Knights of Honor. He is a member also of the Liederkranz and Turner societies, and the Missouri Crematory Association, in the last named of which he is a director. Since 1864 he has been a director of the German Mutual Life Insurance Company; from 1869 to 1875 was president of the German Insurance Company; has been a director of the Washington Mutual Fire Insurance Company, and its vice-president for the past ten years, and for ten years was president of the German Bank. He has been all his life a close student of science and literature, and has given special attention to the sciences of botany and chemistry. He was at one time president of the Floral & Horticultural Society of St. Louis, and finds his most delightful recreation in the cultivation of flowering plants, vines and shrubs. He married, in 1857, Miss Catharine Kiefaber, then of St. Louis, but a native of Bavaria. Their living children are Laura A., wife of W. H. Proetz, of St. Louis; Matilda E., Arthur, Lucy, Catharine, wife of William F. Baxter, of Omaha, Nebraska; Ella E., and Augusta Krieckhaus.

Kropp, William Frederick, who was born in Herford, Germany, May 15, 1845, and died in St. Louis, Missouri, March 14, 1899, was the son of August and Henrietta (Hasse) Kropp. The elder Kropp, proprietor of a coal mine in Germany, emigrated to Missouri in the early "fifties," locating on a farm in Jefferson County, where later he died.

After acquiring a limited education in his native town, young Kropp emigrated to the United States, reaching his father's farm in Jefferson County, Missouri, December 15, 1853, where he engaged in farming until the breaking out of the late Civil War, when, on September 2, 1861, he enlisted for three years as a private in Company I, Twenty-second Regiment Ohio Volunteer Infantry. At the expiration of his term of service he re-enlisted as a veteran in Company A of the same regiment, and was honorably discharged from the United States service August 28, 1865.

He participated in the capture of Fort Donaldson, the battle of Shiloh, where he was wounded, and the siege and surrender of Vicksburg. He served under General Grant and followed Sherman in his memorable march to the sea, and in 1866 was presented a bronze medal by the Legislature of the State of Ohio as a testimonial for re-enlisting as a veteran and for meritorious services and gallantry displayed in many a hard-fought battle during the war. On his return from the war the savings from his pay enabled him to take a thorough course of study, and he was graduated with high honors from Roher's Commercial College. In 1867 he entered the employ, as bookkeeper, of Merkel & Baumgarten, confectioners, located at the corner of Broadway and Olive Street, and in October of 1868 engaged temporarily in business on his own account as a retail grocer. On November 26, 1869, he entered the employ of Wickham, Pendleton & Co., wholesale dealers in groceries and plantation supplies, located on Commercial Street, near Olive, and was admitted as a partner January 1, 1882. Later Mr. Wickham died, and on October 4, 1889, the surviving partners purchased the interest of the estate, and the firm name was changed to Pendleton & Kropp, wholesale grocers, located at 204 and 206 North Main Street. Mr. Kropp retired from active commercial pursuits January 1, 1894. He was a man of strict integrity and first class business ability, and left a handsome fortune to his family.

Chester N. Kauer

He was a staunch Republican and took an intense interest in promoting the principles and success of the party. He was independent in religious beliefs; a member of the Knights of Honor, the Legion of Honor, the Humane Society, and the Merchants' Exchange. Mr. Kropp was a prominent member of Frank Blair Post, No. 1, G. A. R., Department of Missouri, and its youngest member at the date of his death. He was held in high esteem and loving remembrance by his comrades, who carried his remains to their last resting place in Bellefontaine Cemetery, where they were interred with military honors by the post in a body. He was a model husband, a kind father, a good citizen, and one of the prominent self-made men of St. Louis. He married Miss Annie Emelia Mueller, daughter of Carl Adolph and Fredericka Mueller, pioneers of St. Louis, October 31, 1868. Mrs. Kropp and one son—Edwin Julius Kropp, of St. Louis—are surviving members of his family.

Krum, Chester H., lawyer and jurist, was born September 13, 1840, in Alton, Illinois, son of Judge John M. and Mary (Harding) Krum. His scholastic training was received at Washington University, from which institution he was graduated with the degree of bachelor of arts in the class of 1863. He then took the law course at Harvard University, and received the degree of bachelor of laws from that institution in 1865. Having been admitted to the bar in 1864, he at once began the practice of his profession in St. Louis, and in 1867 became junior member of the firm of Krum, Decker & Krum. In 1869 he was appointed United States district attorney, and served in that capacity until 1872. In that year he resigned the district attorneyship, to which he had been appointed by President Grant, and was elected a judge of the St. Louis Circuit Court. He ably discharged the duties of this judicial office until 1875, when he resigned to resume the practice of his profession. Since then he has been in continuous general practice, and has been identified with much of the most important litigation which has taken place in the State and Federal courts of St. Louis within that period. Confining himself to no special branch of practice, he has long been recognized as one of the best-equipped and ablest members of the Missouri bar. From 1873 to 1882 he was a member of the faculty of the St. Louis Law School, and was one of the popular law educators of the city. From 1864 until 1888 he took an active part in Missouri politics as a Republican, but in the year last named supported the candidates of the Democratic party, and now affiliates with the gold standard wing of that party. He is a Unitarian churchman and a member of the Church of the Messiah of this city. October 26, 1866, he married Miss Elizabeth H. Cuttler, daughter of Norman and Frances Cuttler. The children born to them have been Mary F., John M., Clara R., Flora, Elizabeth H., and Mabel Krum.

Krum, John M., lawyer, jurist and mayor of St. Louis, was born March 10, 1810, in Hillsdale, New York, and died in St. Louis September 13, 1883. His father was Peter Krum, a native of New York State, and his mother, whose maiden name was Jane Trowbridge, was born in Pennsylvania. The family to which he belonged originated in Germany, from whence his great-grandfather immigrated to this country, settling in New York State, in which State many of his descendants are now living. Peter Krum, father of the subject of this sketch, removed from New York to Ashtabula County, Ohio. He was a farmer by occupation, and numerous representatives of his family are still engaged in agricultural pursuits in that State. Judge Krum received an academic education at Union College, New York, and while teaching school at Kingston, in that State, he studied law and was admitted to the bar. About the year 1831 he came west, and first settled at Alton, Illinois, where he began the practice of law. He removed to St. Louis in 1842, and was a resident of this city thereafter until his death. He was the first mayor of the city of Alton, and was holding that office at the time of the historic "Lovejoy riot." After his coming to St. Louis he soon became prominent at the bar, and in 1844 he was appointed judge of the St. Louis Circuit Court, which office he filled for two years. In 1848 he was elected mayor of St. Louis, and held that office one term. Until the beginning of the Civil War he was an ardent Douglas Democrat, and was chairman of the committee on credentials at the National Convention of the Democratic party held in Charleston in 1860. When the war began he identified himself with the Republican party, and was prominent in its counsels for many years thereafter. During the war

he was colonel of one of the enrolled militia regiments composed of citizens of St. Louis and organized for service in case of emergency. He married, in 1839, Mary Ophelia Harding, daughter of the artist, Chester Harding. Their children were Mary, who died in infancy; Caroline and John M., who died in early childhood; Chester H. and Margaret H. Krum, of whom the two last named are living at the present time, Margaret H. being now the wife of Edwin A. DeWolf.

Kauffman, John W., was born in Dayton, Ohio, in 1844. His father was Levi Kauffman, who removed to Mound City, Iowa, when that State was looked upon by Eastern people as the "far West," and the son grew up in what was comparatively a new country. He obtained his early education in the common schools of Iowa City, and then attended college for a time at Mount Pleasant, Iowa. Although he was only seventeen years of age when the Civil War began, he enlisted in the Union Army, and served as a private in the Second Iowa Infantry Regiment until 1864, when he was discharged on account of disability. Immediately after leaving the army he came to St. Louis and took a clerkship with the milling firm of which his brother-in-law, Honorable E. O. Stanard, was senior member. As an employe of this firm he demonstrated the fact that he had commercial genius of a very superior order, and his valuable services made him a partner in the firm in the course of a few years. When this partnership was dissolved he engaged in the manufacture of flour on his own account as head of the Kauffman Milling Company, and has since been conspicuously identified with that industry in St. Louis. A member of the Merchants' Exchange of this city, and also of the Chicago Board of Trade, he has for some years been one of the largest operators in the grain markets of the West and his name is a familiar one to the grain dealers of the country. Mr. Kauffman is a staunch churchman of the Methodist Episcopal faith, and has contributed generously to the extension of his church and the upbuilding of its institutions. He married, in 1873, Miss Bronson, of Connecticut. Their children are Albert, Herold, Violet, and Margaret Kauffman.

Kuhn, Francis, manufacturer and banker, was born of French parentage in the city of Phalsbourg, Province of Lorraine, France, March 28, 1837. Leaving school when he was fifteen years of age, he entered the banking house of Charles Hoffman, in his native town, and, in accordance with the custom of the country in which he was reared, served an apprenticeship of three years to the banking business without pay. At the close of this term of service he obtained a position in the wholesale house of Ernest Lorraine, of Paris, and continued in that employ until he was able to gratify a long-cherished desire to come to America. He was prevented from leaving France for this country sooner by the fact of his being subject to military duty, and it was not until his parents paid the French government 2,400 francs for a substitute to serve in the French army in his place that he obtained liberty to quit French territory. He came to this country and to St. Louis in October of 1859, and on the 9th of November following entered the employ of Eugene Schneider & Co., manufacturers of soap, candles and lard oil. Within a few months after he became an employe of this firm he was given general charge of its office business, and retained that position until the spring of 1863, when the factory was destroyed by fire, and the partners, Messrs. Eugene Schneider and Leon Vion, both being wealthy men, concluded to dissolve their partnership and retire from business. Mr. Kuhn aided in settling up the business of the firm, and on the 13th of August following—the day that this work was completed—he was requested by A. Michael, a prominent wholesale liquor dealer of St. Louis, who was a heavy creditor of the old-time restaurateur, Eugene Guenaudon, to take charge of Guenaudon's affairs and see that the aforementioned indebtedness was paid off. Accepting this trust and responsibility, Mr. Kuhn not only paid off the debt, but placed the business on a prosperous footing, retiring from the position which he had filled in this connection on the 30th of April, 1864, and on the next day he took charge of the office business of the St. Louis Woodenware Works. In the autumn of 1867 he engaged in business as a manufacturer of beer as junior member of the firm of Anthony & Kuhn, then on Morgan Street, west of Jefferson Avenue, and in 1870 this firm became the owner of what had been known as the "Jaeger Brewery," located in the southern portion of the city. This brewery was developed by

Yours Truly
Francis Kinton

Mr. Kuhn and his associate into one of the largest in the country, and they continued to operate it until 1889, when they disposed of it advantageously to the English syndicate which organized the St. Louis Brewing Association. July 1, 1890, having completed the transfer of his brewing interests to the new corporation, Mr. Kuhn ceased to be identified with the brewery business, and has since given his attention mainly to banking, distilling and real estate interests. In the spring of 1891 he helped to organize the Chemical National Bank, of which he became vice-president. At the beginning of the year 1894 he became president of the Ravenswood Distillery Company and took charge of the affairs of that corporation. Under his management the distillery entered upon what promised to be a prosperous career, sending into the markets bourbon and rye whiskies which became noted for their excellence, but on November 23, 1897, the bonded warehouse connected with this manufacturing plant, containing over 300,000 gallons of whisky, was destroyed by fire, and as a result time will be needed to re-establish the reputation of its products. In 1895 he, with seven friends of his, formed the Olive Building Company, which, after having secured the northeast corner of Eighth and Olive Streets, changed the name, and it was called the Chemical Building Company, and erected on the site one of the finest and most substantial buildings in the city. Another business interest with which Mr. Kuhn has been identified has been the Midland Electric Railway Company, of which he was vice-president. This was the first electric street railway running into the county to tap a city line. He is also largely interested as an investor in St. Louis real estate. He is a member of the St. Louis Club, the Mercantile Club, the Marquette Club, the Liederkranz Society, and the Legion of Honor. On August 11, 1864, he married Miss Maria Thannberger, daughter of Louis Thannberger, an esteemed citizen of St. Louis. Mrs. Kuhn was taken away from him on the 6th of March, 1881, leaving him with four children—three daughters and one son—and in 1885 he was again married, Miss Mathilde Thannberger, a sister of the first Mrs. Kuhn, becoming his second wife. She also died three months later. This sketch shows the busy life led by the young Frenchman after leaving home. It shows also a remarkable success, which must be attributed to the honorable conduct, the faithful service, the untiring energy, and the wise discretion of his whole career. His is a record of which Mr. Kuhn, his family and friends may be justly proud.

Kyler, George, was born in Allegheny County, Pennsylvania, in 1823, and received a liberal education in the schools of his native county. He came to St. Louis in 1847, and for a time was engaged in the grocery business in this city. Later he began taking an active interest in politics, and since then has held many local offices. He was president of the Board of Aldermen for some time prior to 1861, and was acting mayor during a portion of Mayor Wimer's administration, and again during O. D. Filley's administration. While he was president of the board of aldermen he introduced the ordinance which resulted in the establishment of the paid fire department of St. Louis He had before that been a prominent member of the Franklin Volunteer Fire Company and its president for five years.